# UNIFORM WAY BE RETAINED BY ALL DISCHARGED MEN

Latest Circulars Prescribe Equipment That May Be Taken Home by Them.

### RED CHEVRON INSIGNIA MUST ALWAYS BE WORN

#### Wearer of Uniform Without This Distinctive Mark Is Liable to Prosecution.

1. The following circulars are rescinded: Circulars Nos. 30, 105, 139, and 156. War Department, 1918, and Circular No. 7, War Department, 1919. The following circulars are amended in so far as they conflict with the provisions they conflict with the provisions of this circular: Circulars Nos. 43 and 85. War Department, 1919, and sub-paragraph c, paragraph 15, circular No. 73, War Department, 1918, as amended by Circular No. 169, War Department, 1918.

2. The following articles of clothing and equipment may be permanently retained by enlisted men upon discharge and the clothing may by worn by them there-

(a) I oversea cap (for all enlisted men who have had service overseas) or, 1 hat and 1 hat cord (for all other enlisted men.) (b) 1 olive drab shirt.
(c) 1 woolen service coat and

ornaments.

(d) 1 pair woolen breeches.
(e) 1 pair shoes.
(f) 1 pair canvas or spiral leg-

gins (canvas if available.) (g) 1 waist belt. (h) 1 slicker.

(i) 1 overcoal.
(j) 2 suits underwear.
(k) 4 pairs stockings.

1 pair gloves.

(m) 1 gas mask and helmet (for all officers and enlisted men to whom they were issued overseas.)

(n) 1 set toilet articles, this includes 1 hair brush, 1 comb, 1 tooth brush, 1 shaving brush, 1 razor, 1 small mirror and 2 towels. (If in possession of soldier at time of dis-

charge.)

(0) 1 barrack bag.

(p) 3 scarlet chevrons, to be sewed on uniform prior to discharge when practicable.

3. a. Form No. 637, A. G. O., will be used to record the list of articles of clothing and equipment taken by a discharged enlisted man to his home, under the provisions of this circular.

b. The form will be prepared as

b. The form will be prepared as directed in the instructions on the form for a man detached from his company with the following excep-

(1) Missing articles for which he was responsible and for which he is indebted to the United States will be charged to him as pre-

(Continued on Page 3.)

### TWO INTERESTING

FLIGHTS PLANNED Weather permitting, two free balloon flights will be staged from Fort Omaha Wednesday

evening.
The first balloon, piloted by Captain Frank Goodale and carrying Lt. Leroy Meisinger as observer, will ascend to a height of 10,000 feet and endeavor to maintain this altitude

as long as possible.

The sound balloon, piloted by
Lt. Raiph Reynolds and carryas observer, will travel at an altitude of 5,000 feet.
Both balloons will be kept in

the air as long as possible. The first balloon is expected to fly for at least twenty-four hours, while the second may remain up for thirty-six hours.

Meteorological observations and calculators will be made throughout both trips, from which some interesting results are anticipated.

New Executive Officer at Fort Crook, Neb.



Captain R. H. Harrell. Captain R. H. Harrell, former supply officer at Fort Omaha, liass succeeded Major E. W. Crockett as executive officer at Fort Crook. Captain Harrell is 44 years of

age. He was born in Georgia. He has had ten years' service in the regular army, during which period he has been stationed in Alaska and in the Philippines and Hawaiian islands.

### Colonel Dickman and Major Butts Killed in Plane

Souther Field, Americus, Ga .-Lieutenant Colonel Frederick T. Dickman, commanding officer, and Major John W. Butts, executive officer, were killed on April 3 while flying together in a Curtiss air-

Weather conditions were favorable and they had been flying over the field for about twenty minutes and were making the last turn before landing with the motor shut off. The plane went into a tail spin and, being within 100 feet of the ground, the pilot was unable to recover a normal position. It is not known which officer was

operating the plane. Both were expert aviators and frequently re-lieved each other as pilot while

flying together.

Major Butts, riding in the front cockpit, was dead when removed from the wreck. Colonel Dickman was unconscious and died later at the hospital.

Both officers were survived by wife and one child.

Colonel Dickman was the son of Major General Dickman, commanding the Third American army of the expeditionary forces.

### Majority of the Discharged Men Are Going Home

Washington, D. C.—An idea of what American soldiers do after being released from the war was obtained by Colonel Arthur Woods, special assistant to the secretary charged men from the reports from special representatives in New York, detailed to interview returning men.

Of 703 soldiers interviewed, 162 were going home, 107 were on passes from nearby camps, 97 had been unable to secure employment, 74 had obtained their former positions, 54 had positions but were taking vacations before going to work, 27 could have obtained former positions, but were not satisfied with salaries, 41 had obtained new positions, 37 had not tried to get work, 14 stated they were not work-ing because salaries were too low, six said they intended to re-enlist five said they could not obtain old positions, 34 could obtain positions but wanted something better and six were peddling on the street because they said they could not obtain other employment.

Gawge-Helen and I are no longer engaged.

James—How is that?

Gawge—She was sitting on a limb of a tree in the orchard and II broke it off-Widow,

### RELATES THRILLS OF FIRST EXPERIENCE UP IN A DRAWEE

Captain Goodale Made First Flight Before He Was Yet of Age.

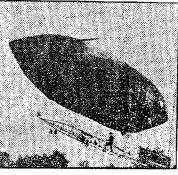
Received Initial Fall Wile Making Fourth Flight His Career.

BY CAPT. FRANK H. GOODALE While it is not the intention of the writer to make this a biographical sketch, it is inevitable that in the course of ten years experience flying even the small exhibition type of dirigible one could encounter some interesting and unusual experiences. I have several such in mind which I feel will be interesting enough to justify my setting them down here.

them down here.

To resume my story where it was dropped in the last issue. I was placed under contract if fly a Knabenshue Dirigible for five seasons, starting in 1917. The contract signed by my sther (I not being of age at that I'me) was drawn up on the twent the of December, 1906. Then follored a very busy winter building, or really refuilding, my future steed. For purfivilding, my future steed. building, my future steed. For purposes of economy Knabenspie decided to utilize as muc of his first ship in co balloon. His ship i

pension while in the production ride he decided to really Sentos Dumont's idea of using a rigging band sewed to the sides of the gas bag. Our main idea was to save weight there by enabling us to reduce the size of the gas bag. As we had to produce our own gas from a crude little field set of wooden



At White City, 1917.

generators, and the cost of the gas was very high, it can be readily seen why we wanted to make our balloons as small as possible.

The old silk from Knabenshue's balloon which had had two years of exhibition work, was too tender, or to be frank, too rotten to stand the strain of carrying the weight of operator and engine so a saddle of new heavy Chinese Pongee silk was built which covered the top of the cylindrical portion of the gas bag. The points and bottom of the cylinder were to be constructed from the material salvaged from the old bag. Looking back I won-der how I ever considered riding this makeshift, but at the time it looked like a wonderful craft and structing it.

I was booked to open at a new park in Chicago on May 23, 1917. As stated before I had as yet never been off the ground so about three weeks before the engagement was to start in Chicago, we erected one of our tents in a large field in Toledo, and made ready for my first flight. These machines were so small that they would carry only the operator and about fifty pounds of sand, so in teaching a man to fly the usual method was to give him a lot of good advice, start the engine, and let him take care of him-

For two weeks we stood by the tent in Toledo while one spell after another of bad weather passed over, finally were compelled to deflate the balloon at dark on a Thursday night and ship to Chicago where I was scheduled to fly on Saturday. We had to work at top speed to get ready there and at about 5:30 on the never-to-be-forgotten Saturday afternoon the ship was led forth, the engine started,

(Continued on Bage 3.)

OMAHA OFFICER IS SERIOUSLY INJURED



Lieutenant Harry Crawford.

With speech, sight, hearing and the use of his limbs impaired as the result of an airplane accident near Verdun, Lieutenant Harry Crawford is in a hospital near Berdeaux, awaiting orders to return home. Lieutenant Crawford left Flor

ence Field with the Eighteenth Balloon company for France in September, 1918. He arrived overseas in November and was transferred to the Fifteenth Balloon company. After his accident he was uncon-scious for most of the time for a

period of two months in a hospital i Tent His good: \still far from normal although ... ps still far tially regained his power o. Epeech, sight and hearing.

### Captain Glidden a Judge of Aero Exhibit in May

Captain Charles J. Glidden, air service military aeronautics, now stationed at Souther Field, Georgia, has been appointed a member of the board of judges of the Pan-American aeronautic convention and exhibition to held at Atlantic City, N. J., during the entire month of May, this year, under the auspices of the Aero Club of America, the Aerial League of America and the Pan-Aeronautic federation. The chairman of the convention is Rear Admiral Robert E. Peary. Twenty Latin nations will be represented and scientists and others from all over the world who are interested in the development of aircraft. The program, published in four lan-guages, indicates there will be much activity day and evening

throughout the session.

Several valuable prizes and trophies are offered in the comnetition and the commanding officers of all government aeronautical posts are invited to send offi-cers to take part. One of the objects is to enable the hundreds of thousands of college men who were in the army, navy and marine corps air service, but have left the serv-ice, to continue their training in aeronautics, both as a measure of national preparedness and to fit them for the operation of the great aerial service of the world which will be put into effect in the near future

In the contests all known kinds of aircraft will take part and their method of operations discussed in the convention, including the usefulness of aircraft for transportation over land and sea,

### Boys of Balloon Companies Hold Baseball Game

Balloon companies stationed near Creon, Gironde, France, held a field eet on March 18th near that little meet on March 18th near that fittle village. The Ninth, Eleventh, Forty-second and Forty-third companies participated, according to a letter from Paul S. King, supply sergeant of the Eleventh balloon company.

The Ninth company won the meet with thirty-six points. The Eleventh company scored twenty-eight points, the Forty-second company had twenty-two points, and the (Continued on Page 3.)

Three Classes of Airships, Rigid, Sami-Rigid and

Non-Figid Types. ALL THREE TYPES HAVE A FEW DISADVANTAGES

Zeppelins Are Rigid, Akron' Was Semi-Rigid, and 'Blimps' Non-Rigid.

BY LT. ROBERT H. FINLEY.

Broadly speaking, an airship consists of a gasbag, to provide for the lifting ferce; a basket or more properly a car, or fusilage, to carry the load and motive pow-er; an engine of some sort, and steering gear. The proper design and assembly of these units is a very nice problem, and the history of the many failures to navigate the air with craft of poor design and construction, is an interesting one. A final chapter of this history is now being written, how-ever, in which the successes of various types of properly designed craft are set forth, and this chap ter forms the most impressive reading of them all, for it shows conclusively that complete mastery

ate, refer to the recoder of the German "Delag" line, of the year 1913. These-show that the three Zeppelins constituting the fleet made a total or 737 scheduled trips, covering a distance of some thing over forty thousand miles, with a total flying time of nearly twelve hundred hours during this year, fourteen thousand passengers were carried, without the loss of a

ship, or the injury of a person. Let us investigate briefly some of the principles of design which are of most importance in the building of an airship. The ques-tion of materials can be dismissed with a word—use those materials which are, for their weight, the strongest and most durable. In the design of some ships, this require-ment has been rigidly adhered to, regardless of expense, but in the commercial fleets which will be constructed, there is no doubt but that a compromise will be reached between desirability and cost.

Airships are classified from the constructional features of the bag, into rigid, semi-rigid, and non-rigid ships. Rigid ships have hulls built up of various types of latticework or trusses or laminated members, covered over with a metal or fabric protective covering, so that the hull will preserve its shape regardless of whether or not the bag is inflated. It is customary to place a number of gas containers, either spherical or drum-shaped, within the hull; obviously, it is possible to rupture one or more of these containers without serious injury to the ship. The Zeppelin is the best known of this class of airships. In rigid ships the car is always

very close to the hull, so that the head resistance is as small as possible and the thrust of the propeller is most efficiently transmitted to the framework. The hull is cyl-indrical for about three-quarters of its length, so that the structural details of successive sections are the same; at the ends, the hull is shaped in various ways, depending on the designer's ideas of streamline effect; the longitudinal end-section usually approximates a half ellipse. The chief difficulty en-countered by the designers of rigid craft has been that in stormy weather, with high wind velocities, the stresses on the ship are of such magnitude as to cause the hull to "breaks its back."

To the semi-rigid type belong such ships as the ill-fated "Akron," built to the designs of Mr. Melvin

Vaniman, for a trans-Atlantic flight; this ship blew up over Atlantic City in 1912, killing the crew of five, one of which was the inventor. The outstanding feature of

(Continued on Page 3.)



### GAS BAG EMULATES STUNT OF TORNADO

Rope Wraps Self About Cornice of House With Resulting Wreck.

BY Q. M. SGT. F. D. BIANCO.

from Sergeant-Major Smith of headquarters, and he surprised me with an invitation to go on a free balloon flight at 2: 0. It sure tickled me, flight at 2: 0. and I firmly decided to do my best as a Flying Quartermaster Ser-

I decided to get in early on the ame, so I drifted over to the Balloon House about 2 o'clock, and looked over the big bag that was to carry us on our flight. She was securely weighted down with plenty of sandbags, and I strolled around, trying to assume an air of unconcern, knowing all the time that my heart was pounding double quick time against my chest. I looked her over like an experienced pilot and took in all the different instruments that were fastened to the cordage, and imagined to myself that I knew all about it. It helped one so much to think so at any Goodale, who was to

Captain pilot the balloon, came in just then and advised me to get a cap, as it might be pretty cold. I beat it to migut be pretty cold. I beat it to the supply room and drew a cap, which put the finishing touches it my balloaist's cg. The cold tain climbed into the basset, followed by Lieutenants Frewer, Harris, Robertson, Weimer, and finally, myself. We weighed off in the myself. We weighed off in the balloon house and then were towed out into North Field.

A strong ground current rocked balloon from side to side, and I had visions of sea sickness, only there would be no fish below us and—anyway, someone handed me the log, and I became busily in-itiated in the game of ballooning.

Lieutenants Weimer and Robert son each grabbed a bag of sand and waited in readiness for the word "let go." The command "stand clear" was given, and we began

to start.
The wind came pressing down on the balloon, and we bumped along the ground for about thirty feet. The captain spotted a post not far

away.
"Drop your sand!"

Both bags fell, and we shot up and clear, rising to a height of 1,600 feet. The balloon seemed to remain motionless for a minute or two, and the captain threw out more ballast, hoping to strike a stronger current of wind higher up. It took us ten minutes to float across the Missouri river. Below us, reaching along the river as far as we could see, lay the lowa hills covered with trees and their beautiful lines made one of the prettiest scenes imaginable.

We were traveling only about ten miles an hour, and the captain predicted we would land close to Trey-nor. We rose to a height of 2,600 feet, hoping to strike a better current, but still no luck. We hovered from that height down to 2,000 feet on the entire trip, meanwhile taking the moving panorama below us.

The Iowa farmers were losing no e couta see them at work in the fields. The patched quilt below us was a marvel of nature. The many different shades of soil, together with patches of green grass or yellow dried corn fields, with yellow strips of road crossing and recrossing, made a patch quilt that surpassed in

beauty any of man made fashion. Occasionally the cackle of hens or the crowing of a rooster reached us, and then the far-off whistle and roar of a train. Once, when the balloon had descended to about 1,000 feet, the shouts of farmers reached us and we breezed past. We had been up about fifty minutes now and were due north of Treynor, just as the captain had predicted. We passed over a schoolhouse just at this time, and the children were out watching us sail by amid their shouts of glee and almost envy.
"Gimme a ride," floated up to us

from all sides.

"Come on up," shouted back Lieu-tenant Harris, and we passed on.

on the ground and we passed over a grove of trees and them a tin-roofed barn, with a roar like a small tornado. The guiderone then sman tornado. The gunterope then dropped off the roof with a snap like a whip and wrapped itself around the cornice of a farmer's house, and tore off the corner, gently depositing it in his front yard. I guess he will wonder for the next 100 years how it come off the next 100 years how it came off. We'll say it was the tornado last week.

mile farther on the captain spied a cornfield and decided to try for a landing. We valved down, and Lieutenaut Harris-threw out the anchor. Right here Captain Goodale nearly broke his record for down with a bump, but the wind was too strong, so the captain threw out more ballast, and we ascended again for a better landing place. Our anchor was dragging along behind us, and snagged a barbed wire fence, but she failed to hold and ripped the strands of wire like so much paper.

We floated along another mile in-to another field. We came down into a small valley and the captain ripped, and we were down. There wasn't a soul showed up until the captain went after a farmer to haul us to town. At Treynor the natives looked us over like some great curios, and naturally quizzed us as much as possible. Bue we all beat it to the Village Hotel, and stuffed our ribs with meat and spuds, and then a car from the Fort took us

# HONEYCREEK, IOWA

Remarkable Cause for Contour Lines Discovered by This Party.

By Lieut. Rupert Robertson. Balloon No. 173, capacity 35,000 cubic feet of hydrogen gas and carrying an aggregate of 2321 pounds, left the ground at Fort Omaha, Nebraska, April 4th, 1919, at 8:44 a. m., traveling in a northeast direction, reaching a height of 1,200 feet and landed fifteen miles from its ascension point, one hour and eleven minutes later on the property of Edwin Duvier about three and one-half miles east of Honey Creek, Iowa.

The passengers on this trip represented almost all the departments in Fort Omaha. Second Lieut. Ralph A. Reynolds, M. A., S. C., officer in charge of the balloon house, Second Lieut. A. W. Yara-borough, Q. M. C., assistant to Ma-jor Dunbar who is in charge of all quartermaster and ordnance stores, Second Lieut. A. R. Harris, A. S., A., assistant to the aeronautical mechanical engineer. Second Lieut. Rupert Robertson, A. S., A., officer in charge of the hydrogen gas plant, Mr. W. D. Burton, aeronautical mechanical engineer and Second cal mechanical engineer, and Sergeant John H. Haney of the Forty seventh balloon company. The balloon rose slowly and

passed over the Missouri river at a height of 675 feet. Then it continued the voyage at an altitude ranging from 750 to 1,000 feet until directly over the sand hills across the river from Omaha. These hills were very picturesque and one could see the contour lines, so to speak, winding around the hill tops. Mr. Burton remarked that that was caused by the cows walking around the side of the hill eating grass! Seems reasonable enough.

The air was hazy and smoky and we soon lost all view of Omaha. The cool currents of air that seemed to come up from the small bodies of water below caused the gas to contract and the balloon would descend slightly, but the sun seemed to come out from a cloud just at the right time to warm the bag, thus causing a gradual ascent again.

The balloon continued oscillating in this manner until it had passed Crescent, Iowa, to the southeast, also Honey Creek of the same state.

The pilot decided we were drifting too far away from a railroad and picked out a nice green field Our guiderope was now dragging in which to make a landing. He

valved to make this field and on Mr. Otis Croft's place, four and landed on the side of the smooth one-half miles east of Logan, Ia.; sloping meadow, which made easy the "rolling up" of the gas bag.

### FREE BALLOON PARTY LANDS NEAR LOGAN

Descent Causes a Great Commotion in Chicken Yard on Farm.

By A. R. Harris, 2nd Lieut., A. S. A. On March 29, 1919, Lieut. Reynolds, Marris, Foster, Weimer and Sergt. Ptacek, Q. M. C., gathered at the balloon house and prepared for a free balloon flight which was to start at 10:30 a. m., or thereabouts.

At 10:25 we weighed off and immediately started off northeast toward the barren bluffs of Iowa. At 10:30 we crossed the meandering flow of mud known as the Missouri river, at an altitude of 1,400

Our course seemed to be heading toward the expanse of Iowa through which no railroads conduct their routes. A landing in such a place was by no means to be desired so we all hoped and longed for a southerly breeze which might send us far angh north so that we could the Northwestern or

continued toward the man The abrupt bluffs gradually smoothed out until it was our pleasure to look down through fertile valleys of lowa onto some of its many prosperous farms then we understood why each farmer can afford an automobile and a herd of Fords.

At 11 o'clock we were six miles northeast of Crescent, Ia., when we discovered in one of the basket pockets a cracker box. After a casual inspection thereof someone suggested that he was hungry. Then Lieut. Foster with great generosity claimed ownership of the package and the party enjoyed a repast of very delectable oatmeal cookies which Mrs. Foster had thoughtfully provided for the occa-

At 11:40 we decided to try for a south wind at about 900 feet. We made a mis-cue and as a result trailroped over a group of farm buildings. We almost took a windmill with us. The most amusing thing of the trip was at this farm. As soon as we dropped down and made a noise one of the farmyard fowls which was acting as sentry gave a great squawk as much as to say, "Run for your life, girls, here comes them Fort Omyha ballooners." Thereupon, a great hurrying was observed in the barnyard. About 200 chickens all tried to get into the henhouse at the same time through a 12-inch opening. Needless to say there was much confu-sion: From this place we ascended and again tried our luck at 12:20. This time we succeeded in wrapping the dragrope around a tree, with the result that Lieut. Harris got banged on the car by the coroment, to which the drag rope is attached, and the whole party was stopped with a nice little jerk. At 12:23 we hit a nice "lil" hill-

In due time we had the b'loon rolled up and started to Logan, a la horse and wagon.

Arriving at Logan at 3:52 we missed the I. C. train by 30 seconds. Then we said bad, naughty things. We then went up to the city and partook of a sumptuous repast of pork sandwiches and milk. At 4:30 we climbed aboard the Northwastern train and started home. At Missouri Valley the Red Cross ladies brought us cigarets, chocolates and matches. Fine.

At 6 p. m., we arrived at the city of Omaha and found a car waiting for us. We arrived at the post at 6:25 tired but happy.

### IVELY BALLOON TRIP TO MISSOURI VALLE'

Lieutenant Weimer Has Mis hap While Balancing on Barb Wire Fence.

BY LIEUT. A. H. FOSTER.

At a little after 10:30 a.m. on April 1 we started on Lieutenant Dennen's fourth April fool solo flight. The balloon started smoothly in a path directly north from the balloon house and, with a small amount of oscillation, soon reached with a small an equilibrium. All of us had good opportunity to view Miller park, Florence and the famed rifle range before we were treated to the pleasure of crossing the silvery sands of the Missouri river-the sands are alleged to be quick rather than silvery.

From this time on our interest was centered on the picking of a goodly metropolis featuring a railroad whose trains run, pseudo-periodically, toward Omaha. The favored metropolis was Missouri Valley, Ia., and after arguing a few moments as to what was the best way to miss the numerous little Iowa lakes below us, Lieutenant Reynolds sounded the qui vive by giving a dexterous draw on the valve line. We (editorially speak-ing) had the important task of preparing to throw the anchor assigned us; whilst others of the party were assigned less arduous, though far be it from us to say less important, tasks while the balloon descended toward Mother Gea. We can distinctly remember being told to heave the anchor, which task we performed like a hearty tar, but from then on things are rather confused in our mind, which, by the way, was being sat upon by another member of the party in such a-manner as to officially and entirely incapacitate it for further service until the trip was ended. At times we came up for air, only to see a fence post rapidly approacing the basket, when we would again sink into oblivion, thankful for the protection against flying barbs of wire afforded by the still but here were above the still but here were afforded by the still but heavy life above us.

From his more advantageous position upon our head and shoulders one of the party assures us that he had a great deal of enjoyment watching two boyine animals pursuing our trail rope, and others of the party claim to have seen numerous horses fleeing for their lives from the onrushing basket; as to the truth of these statements we assume no responsibility, having seen but little outside of the basket, and of that less.

The basket finally lodged in a fence and the pilot was forced to "rip," thus ending Lieutenant Donmen's fourth attempt to get a solo

Thereupon Lieutenant Reynolds once more showed that wonderful presence of mind we have always credited him with by going to a nearby farm house to telephone Fort Omaha and arrange for trans-portation for the balloon and passengers to the thriving center (Missouri Valley). The presence of mind stood him in good stead in two ways, for in the first place the rest of the party had the balloon all packed when he returned, and secondly he had arranged for a dinner at the farm house, a dinner which was best attested to by the expansive fronts and smiling visages of the six enthusiastic balloonists.

On the way to dinner from the ience corner where reposed our erstwhile fiery (thank heaven that is not literal) steed, we met with our first casualty. Lieutenant Weimer, while cautiously balancing himself on the summit of one of the numerous barbed wire fences for which beautiful Iowa is now famous to Fort Omaha, slipped and Lieutenant Weimer had to borrow a barrel to make the return trip, This "barrel" really consisted in his having made of himself a traveling advertisement for safety time and thereafter our only glimpses of him were caught while he was sitting.

On recoursing the path of the balloon on the ground it was found that we dragged over 1,000 yards and tore up five or six fences very effectively.

The return was effected without further mishap and, even after the fine dinner, we all ate a hearty sup-

The personnel of the trip was: Pilot, Lieutenant Reynolds; passengers, Lieutenant Weimer, Lieutenant Foster, Lieutenant Jordan, Lieutenant Dennen and Sergeant



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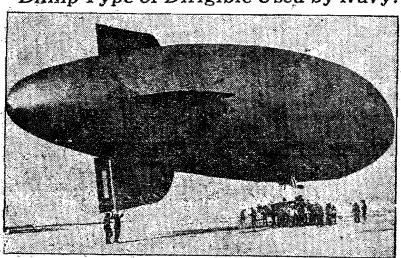
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Basket Attached for Trip.

### Blimp Type of Dirigible Used by Navy.



#### DIRIGIBLE DESIGN DESCRIBED WITH SPECIAL DETAILS (Continued From Page 1.)

this class is the keel, which exfrom the nose to the stern of the ship, running along the bottom of the bag. The shape of the bag is maintained solely by the pressure of the gas inside; the keel, being built up of rigid members similar to those used in the rigid type of ships, adds the desired longitudinal stiffness, and distributes the weight of the car properly. In semi-rigid ships the car may either be designed as an integral part of the keel, or may be suspended from it. In some ships the hull has been shaped similar to those of the rigid class, but the tendency is to give it more of a streamline shape. The French and Italians have been the leaders in the construction of semirigid ships, and some quite successful designs have been worked out: it is evident, however, that there is a limit, rapidly reached, to the size of semi-rigid ships, as the keel can not withstand very large stresses, and should the ship be caught in cross-currents, it is likely to be permanently distorted.

The pon rigid class includes such ships as have no bracing of the bag; much more care must be given to the design of the bag itself, in order to minimize wind resistance; therefore we find the fa-miliar "cigar shape," developed after many sorry experiences with other models. The cars of the nonrigid class are suspended suffi-ciently far below the bag to give the propeller an unbroken airstream, and enough clearance, and yet not so far but that the thrust of the propeller against tthe fusilage can be effectively transmitted to the bag. The non-rigid ship possesses the advantage that, though a sudden gust of wind distort the bag, it will return to its original shape, provided the in-ternal pressure be maintained. So far, however, no successful dirigible has been built approaching the size of the Zeppelin; all the large ships thus far attempted have been found to be lacking in longitudinal stiffness, and have been broken up

in various ways.
It is well to mention here that the above classification is in the way of being discarded, owing to the fact that it is not properly descriptive of the various classes of ships. The better arrangement arrangement groups all airships into two classes, the structure type, in which the shape of the bag is maintained by means of a rigid structure, the hull framework, and the pressure type, in which the shape of the bag is maintained by the internal pres-sure. Under this classification, a Zeppelin would be, of course, a Zeppelin would be, of course, a "structure type," the Akron would be spoken of as a "keel-girder pressure type," and the navy scout ships, or "Blimps," a "girder-less pressure type." It will be seen that these terms are far more descriptive than the old nomenclature.

(To Be Continued in Our Next

Issue.)

### SINGLE AND SIMPLE.

"When Private O'Shayne re-turned from overseas yesterday morning he was a simple man; in the afternoon he married Miss Laura Clarkson. — Vancyouver (B. C.) World.

Success is made not by lying awake at night, but by keeping wide awake in the day time.

The troubles that may come next month will probably be as far off then as they are now. Speaking about pastry,

great "loafs" are college bred. The patriotism of some men is limited to red, white, and blue

poker chips. "Economy is wealth,"

rich in some other way,

### RELATES THRILLS OF FIRST EXPERIENCE UP IN A DIRIGIBLE

(Continued From Page 1.)

and I took my place astride the little triangular frame that carried the engine, propeller, rudder, and operator. Knabenshue shouted in my ear, "Well, son, I've lold you all I can; it's up to you!" and nodded to the men to turn it loose,

I frankly admit that the memory of the next ten minutes has always been more or less hazy in my mind, but I must have known pretty well what I was doing, as after circling the park twice at a height of be-tween 400 and 500 feet, I managed to make a rather abrupt landing about fifty feet from the point of ascension. I do not think I was but over-anxious to make good, as there were only four men flying dirigibles in this country at the time and I felt it was a golden opportunity for me. If my engine should have stopped, which they did frequently in those days, and I should be blown into a tree and wreck the machine, I might not have been given another opportunity to fly. I think I was under the same sort of a tension as that experienced by a football player before a big game, or a sprinter before a race.

Three more flights with about the same success were made in Chicago, then the outfit was packed and returned to Toledo for the opening of the White City, a new resort at which the airship was to be the feature attraction. It was with the greatest confidence that I took my place astride the frame on a fine Sunday afternoon in June to show the members of my family and a number of my friends, beside about 20,000 of my fellow citizens of Toledo that I was a real flier. The truth of the old saying that pride goeth before a fall was literally true in my case.

The engine that was supposed to furnish the motive power was a wo-cylinder, two-cycle type designed by Roy Knabenshue, who before entering the aeronautical was a telephone repair man. Need I say more? I left the ground heading into a slight breeze which, as the ship reached a height of about fifty feet, caused the nose to tilt up at a rather sharp angle. The oiling system was what is called a splash feed and as the engine was tilted upward, all the oil ran to the rear of the crank case, fouling the rear cylinder, and with a couple of asthmatic coughs the engine quit cold. The nose of the balloon swung around and started for a tall elm tree just over the fence of the park. I grabbed the only bag of sand within reach and tossed it overboard in hopes of clearing the tree. This simply served to get me to the very top of the tree where a dead limb pierced the nose of the bag tearing a rent about fifteen feet long. The stern of the ship settled rapidly toward the ground and as the gas rushed out of the rent in the nose, the ship hung suspended for a moment on the dead limb which had penetrated the bag, then with a crack dropped about fifty

feet to the ground.

I had no feeling of falling, but as I looked down the ground came up with a rush and hit me. I was stunned by the fall but quickly recovered my wind and senses and found the frame work where I had been standing at the time it struck was broken badly, as was the rudder, and it was due to the light construction of the frame which broke my fall that I escaped serious injury. The balloon was rolled up and in five days had been repaired and re-inflated, the engine was simply removed from the frame and that wreckage burned where it struck.

I walked away from the scene of my fall but a half an hour later had to take to my bed where I was confold, but many of us prefer to get fined until the following Thursday. During this period I knew I was

under fire as there were several has restored to the Government enlisted men about to be disother candidates for flying honors on Knabenshue's staff who were quick to criticise and blame me for the accident. i laid flat on my back for five days and studied the unsuccessful flight from all angles made up my mind then and there that I would fly that ship or die trying, and with this thought in view left my bed on Friday, went to the White City with Knabenshue in his car, and when the time came made another flight, in spite of the fact that I was compelled to walk with a cane and had to be lifted onto the frame. I was suffering from a badly sprained right hip, but managed to make good in a dead calm, Made two more flights on Saturday and Sunday, then took a week's vacation believed things week's vacation the low-my schedule.

I have always said that , art one hard bump knowed the a of flying into me, for i have nexpression that day to this had to hesigate for one moment as to the proper thing to to when confronted by an emergency while in the air. And truly think it was the time I soont look-ing at the ceiling for five days and hashing the whole matter over with myself that did more to develop a flying instinct than all the trips I have made to date. In the next is-sue I will try to give you an idea of the construction and operation of the modern "Blimp" of non-rigid type of dirigible now in the in both the army and navy.
(To Be Continued.)

### BALLOON CO. BOYS HOLD BALL GAME (Continued From Page 1.)

Forty-third company, to aled eighteen points.

The Eleventh and prty-second companies staged a baseball game for the vilagers with the following results:

11th Bulloon Commany. McManas, 2b ........ Messanas, 20 Messa Mean. King, ss Sulliven p ...

End Busian Company, Saunders, 61,
Steinberger, 4b
Brown, rf
Frye, 2b
Morton, 2b
Cohen, c
Chiggoli Morton, 2b ..... 0 Cohen, c .... 0 Chiggoli, c .... 0 Fenton, p .... 0

### UNIFORM MAY BE RETAINED BY ALL DISCHARGED MEN

(Continued From Page 1.)

scribed in Circular No. 169, War Department, 1918.

(2) Invoices on Form No. 600, A O. as required in paragraph 5 of the instructions on the form will not be prepared.

(3) The following certificate will be stamped or written on page 2 of the form and signed by the enlisted man:

"I certify that I have received to take to my home all of the items listed in the 'Issued' column bearing the date of my discharge.

(4) When page 1 does not give the sufficient room to inter all of the items, the list may be extended in the bank space on page 2.

c. Hereafter all individual equipment records of men discharged from the service, after being closed as indicated above and in Circular No. 169. War Department, 1918. will be forwarded with the service records to the adjutant general of the army as prescribed for the service record in Circular No. 73, War Department, 1918.
4. Any enlisted man who has

served in the United States army during the present war, honorably discharged or furloughed to the Reserve since April 6, 1917, who

#### ELECTRICAL GOODS

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### PEDER PEDERSEN

Specialty Shoe Repairing 5347 30TH ST,

Opp. Main Entrance to Fort

has restored to the Government any of the above articles, or to charged are informed of the pro-whom for any reason they were vision of this circular.

By Order of the Secretary of tion for such articles to the Domestic Distribution Branch, Officer of the Director of Storage, Washington. D. C., whereupon similar clothing and uniform in kind and value as near as may be will be returned to him. The application will state sizes required and will be accompanied by an affi-davit made before any civil or military officer authorized to ad-minister oaths, setting forth the soldier's record of service since April 6, 1917, the date and place of his discharge or furlough, to the Reserve, and certifying that none of the articles applied for were retained by him at the time of his discharge or furlough to the Respece, or if retained that they have been restored to the Government. Officers and enlisted men who have returned the gas mask and beimer may make similar application for these articles, and they will be reissued if available.

5. The articles enumerated paragraph 2 will be kept on hand by each enlisted man furloughed to the Reserve since April 6, 1917, and will be retained by him upon his senaration from active service and may be worn thereafter. When worn out these articles may be disearded.

6. The Act of Congress approved February 28, 1919, provides that any person who served in the United States army during the present war may wear the uniform after discharge provided that it shall include distinctive mark to be prescribed by the Secretary of War. The red chevron has been prescribed to be worn by discharged valished men as a recognition of duties performed in the service of the country. This is now also designated as the distinctive mark by the before-mentioned act and will be worn by discharged officers and alisted men alike. This also a lies to discharge officers who accept commissions in the Officers' Reserve Corps, until called to active duty, when the red chevron will be removed. A chevren will be worn point up midway between the elbow and shoulder on the ind sieers to overcoat and on the shirt when worn without the coat. It is unlawful under the National Defense Act for the uniform to be worn by discharged officers or enlisted men without this distinctive mark, and the offender renders himself liable to civil prosecution and punishment by a fine not exceeding \$300 or by imprisonment not exceeding Six months or by both such fine or imprisonment. A supply of these chevrons will be kept on hand a: all demobilization camps and at all quartermaster sales rooms for sale to honorably discharged sol diers.

7. All commanding officers are enjoined to see that all officers and

#### JACOBSON & FUREN CO.

Jewelers and Opticians 24th and N Sts., So. Omaha HALLMARK Store

War: Official

Peyton C. March P. C. Harris General Chief of Staff. The Adjutant-General.

## -----

### SUN THEATRE

Wed., Thurs., Fri. and Sat. April 16.
17. 18 and 19. (Burleys Breefewell in "The Pitfalls of a Lig City"; Sunday, Monday and Tues., April 26. 21 and 22. Mary Miles Minter in "The 10 feesion of Lischelle"; Wed., Frans., Frig. 3nd Sat., April 23, 24, 25 and 26. War. Framma in "Wolves of the Night"; Sunday, Monday and Tues., April, 27, 23 and 29, Madoline "Frances" in The Love That Dares"; Wed., Thurs., Fri, and Sat., April 30, May 1, 2 and 3, George Walsh in "Help, Help, Police"; Sunday, Stonday, Stonday and Tues., May 4, 5 and 6, Peggy Hyland in "Wiss Adventure"; S. 9 and 10, Thedr. Bara in "The Stren's Song"; Sunday and Monday, May 11 and 12, Margarita Fischer, May 11 and 19, Margarita Fischer, May 13, 14, 15, 16 and 17, Tom Mix in "Coming of the Law."

Gayety Daily Mats. 15-55-50c Evgs, 25c-50c-75c-\$1

Week of Saturday, April 19 FRANK FINNEY and THE BOSTONIANS Week of Saturday, April 26 BILLY WATSON and HIS BEEF TRUST

### Ovoreum Phone Doug.

Week Starting Sunday Matinee, April 20th—Frank Dobson in "The Sirens,"; The Popular Vandvillians, Kennedy & Rooney in "The Widowed Pair"; Walter Fener & Co. in "Show Me"; Three Bennett Sisters, Mussular Maids in Mit and Mat Maneuvers; Orpheum Travel Weekly, Around the World With the Orpheum Circuli's Motion Ficture Photographers.

### THE STRAND

Thurs., Fri., Sat., April 17, 18, 19.— Dorothy Gish, "Peppy Polly." Sun, to Thurs, April 20-24.—Faunie Word in "Common Clay." Fri, and Sat., April 25-26.—Enid Bennett in "Partners Three." Sun, to Thurs., April 27 to May 1.— Mary Pickford in "Capt. Kidd, Jr."

### EMPRESS THEATRE

Flex.-Ley to Sanday, April 17 to April 18—kajit to Yan A Dolos, Acrol 196 Comedium; Tojetti & Beanet, Photoplay—Bessio Lovo in "The Vankee Princes." 20—k.5iii Le van & Dokos, Actro in Comedians; Tojefii & Beameti, Photoplay—Hessie tore in "The Yankee-Pringess."

April 26-24—Follics of Today, Musical Comedy; "Rio & Belmar." Photoplay Attraction—May Allison in "The Island of Intrigue."

April 24, Last Half—Ellis Nowland Troupe; 3 Killarney Girls, Photoplay—Viola Dana in "Satan Junior."

### THE MUSE

Sunday, Monday, Tuesday PAULINE FREDERICK one week of life"

Wednesday and Thursday, MARY PICKFORD

in "RASS" Friday and Saturday WM, FARNUM "THE BIAN HUNTER"

### **RIALTO THEATER**

April 16, 17, 18—Billie Burke in "Good Gracious, Auna Belle." Entire Week of April 20th-Nazi-movia in "Out of the Fog." Sunday, Monday, Tuesday, April 27-28-29—Belle of New York, April 30—May 1, 2, 3—Margaret Clark in "Three Men and a Girl."

### KEEP UP YOUR TRAINING, BOYS!

You may be needed yet to keep the Hun on the

Other Side of the Rhine

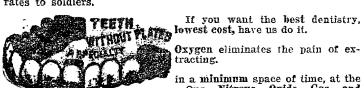
We know you won't quit, while there may still be work to do. They will bear watching until the Peace Treaty is signed.

## Thomas Kilpatrick & Co.

They Sell Dry Goods.

### WHY MEN IN KHAKI PATRONIZE US.

They know that we consider it a pleasure to do things for Uncle Sam's boys—and so we invite their patronage by offering special rates to soldiers.



Oxygen eliminates the pain of ex-

in a minimum space of time, at the Our Nitrous Oxide Gas and

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We number among our hundreds of satisfied patients many of your "Buddles"—ask them.

OFFICIAL NEWSPAPER OF THE LIGHTER THAN-AIR SERVICE



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THURSAY, APRIL 17, 1919.

### THE NEW ARMY.

The Government of the United States is now making every effort to obtain enlistments for the new army. The training will be of short duration, from one to three years, and between the ages of 18 and 40 years inclusive. Men up to the age of 55 years can be accepted for the staff corps.

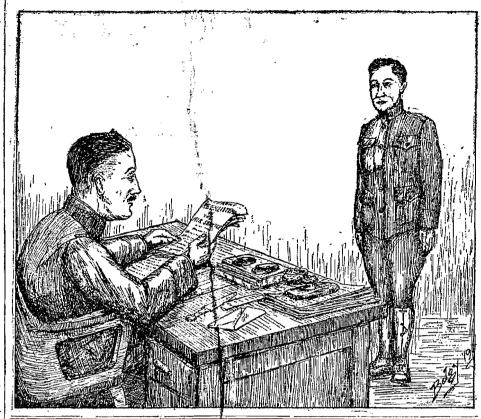
The new army will offer opportunities to men to travel which they would never receive outside of the army. The great educational opportunities which it will offer should be seized by many men throughout the country. The opportunities for advancement will be many, and the pay will remain on the war time basis, viz., from \$30 to \$81 per month, in addition to board, lodging, clothing, medical attendance, etc.

All branches of the New Regular Army are now open. Men desiring a particular branch of the service will be enlisted for infantry, for assignment to the service desired. A great many make the sad mistake of measuring the full value to the individual of army service, and army training, in dollars and cents. The splendid habits of promptness, cleanliness and truthfulness inculcated, and the physical development and self-confidence induced thereby, are qualities which, carried into civil life. by former soldiers who have served but a single enlistment, add greatly to their chances of success, and make of them, a class which constitutes a distinct factor in the upbuilding of society. No letter of recommendation is more potent in securing employment ness and reliability that constitutes a valuable asset to its possessor.

It is not intended to convey the idea that a soldier can follow a career of a quarter of a century or more in the army and not at times have some discomforts and hardships, some disagreeable experiences—possibly some real grievances; on the contrary, such are to be expected in any station or occupation in life, and the army is no excep-

However, taking everything into consideration, it is believed that no other field offers to the young laboring man, or mechanic, such a certainty of ample provisions for comfort in old age, with a life so respectable and selfrespecting as attends the career of an enlisted man in the Regular Army of the United States, and those who fol- than that, we like to be heroes our- The law has been made, that is low it for a time or to the period of reserves. So we are not content to be com- enough—he should obey. And therein

### RE-ENLISTMENT



tirement, may in respectable leisure. contemplate with great satisfaction and pride their measure of worldly suc-

The United States Army Balloon School at Fort Omaha, Neb., has become a recruiting station for the Air Service, and all young men wishing to enlist in this most desirable branch of the new army can apply personally or by letter to the Recruiting Officer, Fort Omaha. LT. STEPHEN L. DOWD.

#### THE UNIFORM.

The other day we met an old friend who had just returned from France. He was neatly dressed in his issued uniform. His oversea cap reposed rakishly just above his left ear, and inclined about eighty-two degrees to the plane where earth and heaven meet. On his left sleeve were a gold and a red chevron. And spread across his youthful bosom, just above his patriotic heart, like an autumn sunset, there were about two inches of vari-colored ribbon.

Ah! My friend had proved himself a hero. And we were proud. In fact, we envied him the glorious opportunity. But he had proved himself, for his breast bore the recognition of his Presently, we asked just what his ribbons meant, and where he had been decorated.

"This one," he explained, "me:us overseas service; and this has all the allied colors in it."

O, tempora! O, mores! Is this the conscience of our soldiery? Is Young our government, with a true American, than an army discharge, with character 'Excellent.' In it the business world recognizes the hallmark of trustworthipensation, than that which is to be bons or stripes which are authorized, found in the consciousness that its best has been done? The soldier now returning to civil life should know that the world does not applaud vanity; but that it respects modesty. He may fool the homefolk, but he cannot fool himself. And because an opportunity did not come to win a Croix de Guerre, let noone hie himself to a novelty-monger and purchase these vanities for his own

> The question arises: Is this a national vanity? The answer is to be found, we believe, fundamentally, in the system of military honors. Why do we have them? It is the government catering to that human quality in its national life which demands recognition. We are hero-worshippers; but, more

mended, we must have some visible. tangible token of our honor; and therefore the government has authorized celetain service stripes, wound stripes and campaign buttons, and countless other hieroglyphic and brain-befuddling insignia. Yes, we believe, it is a na-

tional vanity.

But it is not the purpose of this editorial to speak lightly of it. That would be unpsychological. Epictetus says, 'As a mark is not set up to be missed, so neither is such a thing as natural evil produced in the world." And so vanity, because we possess it naturally is not an evil when properly restrained. But it is an evil, when carried to excess. And as an excess we deplore it. By excesses we mean serge and whipcord suits on enlisted men, service stripes on civilian clothes, gold and silver stars, and gold and black hat cords on civilian hats, and fake campaign badges. And such foppery on the part of American young men is disgusting; it will only bring disrepute upon the army, and will fail utterly to bring individual glory to the wearer. Moreover, it contributes to superficiality in our social fabric. Is it not queer that a man who would never think of cheating his neighbor out of a penny, will cheat his comrade in arms by representing himself to be what he is not, by burying himself in a profusion of decorations meaningless

and unearned? Being a good soldier does not stop with the discharge papers. Respect for as that he should not wear those which are unauthorized. The National Defense Act, quoted in a recent War Department circular, says, "It is unlawful \* \* for the uniform to be worn by discharged officers or enlisted men without this distinctive mark, and the offender renders himself liable to civil prosecution and punishment by a fine not exceeding \$500, or by imprisonment not exceeding six months, or by both such fine and imprisonment." The reference is to the wearing of the red discharge chevron on the uniform, when the uniform is worn after discharge. Such a penalty should not be necessary; and whether we understand wherein it is of value or not, makes no difference to the law-abiding American. The law has been made, that is UNIFORM!

### **OBSERVATIONS**

By the Editor SERGEANT

EDWARD NEWCOMB up at the

POST Hospital has devised a

NEW insignia to replace the old

CADUCEUS of the medical department.

IT is a Pine Tree. The sergeant says

THAT the new insignia is a

PARTICULARLY significant one BECAUSE

IT "never leaves."

BUT

"EVA" Evenson, Our Mess Sergeant,

SAYS that Eddie's stuff is

ALL bunk.

"EVA" gets HER

DISCHARGE this week.

Phil Osopher, with of the medical detachment, says: "The Fourth of July entertainment committee won't have to worry about finding a man who can go up in the balloon.'

The boys in the service learned a lot, not the least of which was the worth of the man who "didn't go.

You'll excuse us now, Miss Liberty, if we pay attention to our other sweethearts.

Having avenged the wrongs of thousands of families in Belgium and France, the discharged Yank wonders if he could support one in the United \* \* \* \*

It was dangerous to object to America's part in the war, when all the boys were over there facing death. But it's even more dangerous, now that they are

When the soldier got back from overseas, he thought he had all the water he cared for, but from what they tell him about that constitutional amendment, he's not through with it yet.

The soldier's sweetheart cannot understand why he went to sleep in the moving picture show the other night when they saw that film of the battle between the Americans and the Mexicans. She thought it was SO exciting.

The farmer who used to have to use strenuous methods to get his son up in the morning, will now arise before daybreak to find that former soldier already out of bed and policing up around the barn. NED E. WILLIAMS.

is a citizen no different from a soldier. May we refer once more to Epicte-We find this among the sayings of that wise man: "When a youth was giving himself airs in the theater and saying, 'I am wise, for I have conversed with many wise men,' Epictetus replied, 'I too have conversed with many rich men, yet I am not rich." And, to carry on the analogy, a man may wear ribbons and medals, and yet not be a hero.

Indeed, there are heroes and Heroes. There IS no greater honor than having been a SOLDIER and worn THE

LT. C. LEROY MEISINGER

### Community Players Present French Play at Brandeis Theater, May 1



Miss Esther Wilhelm.

ha are presenting the old French war play, "The Two Orphans," at the Brandeis theater Thursday evening, May 1, under the direction of Isabel Gilbert who is well known in theatrical circles over the United States.
"The Two Orphans" is one of the

older type of French plays, por-traying two fatherless children, "Henriette" and her blind sister, "Louise," living in Normandy dur-ing the period of the French revo-

It is recalled that this play was in popular favor some twenty-five years ago, with Kate Claxton ap-pearing as "Louise." "The Two Orphans" bore the same relation to Miss Claxton as did "Rip Van Win-kle" to Joseph Jefferson, and she traveled with the play throughout the United States and France for several years.

This production is sponsored by the Fatherless Children of France society, and is for the benefit of the fatherless children of France. It is distinctly appropriate that such a correlative play should be chosen as a benefit for the war-

stricken children of today.

The leading roles are held by
Miss Esther Wilhelm, Miss Ade-

The Community Players of Oma- laide Fogg, and Mr. Hart Jinks. Miss Wilhelm has been exhibiting unusual talent during rehearsals, and is well qualified to assume the role of "Henriette." She is a prominent member of the younger set of Omaha society circles, and is very popular. Miss Fogg will take the part of the little blind girl, "Louise," played with such success by Miss Ciaxton, Isabel Gilbert (Mrs. McLaughlin), is also among the cast, which includes about fifty prominent Omaha young people, some of whom are: Mrs. F. H. Prawl, Mrs. Anson Bigelow, "Tom-ny" Mills, Creighton football coach —Mr. John Shannan, Mr. Frank Parsons, Mr. Arthur Bunham and Mr. Paul Duffy.

Isabel Gilbert is experienced and capable, having played for several years with such artists as Richard Mansfield, Lewis Morrison, and Frederic Warde, and has directed a number of productions. The en-tire seven acts are certain to be a success.

It is probable that a number of air service men from Fort Crook will take the part of guards in

some of the scenes. Tickets will be on sale at the box office of the Brandeis April 21, prices being 50 cents and \$1.

### Fine Arts

By Merrill E. L. Hooven.

#### CAROLINA LAZZARI AND RUDOLPH GANZ APPEAR IN JOINT RECITAL HERE.

The last really important event of the musical season will be Tues day evening, April 22, when Caro day evening, April 22, when Carolina Lazzari, noted American controlto, and Rudolph Ganz, eminent Swiss planist, will appear in joint recital at the Auditorium.

Carolina Lazzari was born in Braggsville, Mass., twenty-five years ago last Christmas day, of Franco-Italian parentage. Her parents were both cultured musicians,

ents were both cultured musicians and it was natural that she should early take up the study of music, and from young girlhood had the inspiration to achieve the fame of a singer. Her study, after prelimi-nary training in the United States, mary training in the United States, was at the College delle Orsoline, Milan, Italy, for three years, after which she returned to the United States; putting in two years and a half of solid, energetic work in practice and study at her own tradic in the Metropolitan Opera studio in the Metropolitan Opera building before entering into any contract to appear in public, as she was entirely too conscientious to permit herself to commence public

In the fall of 1917 she made her debut with the Chicago Grand Op-

performance before reaching a de-gree of perfection that she could

be satisfied was of a superior de-

management of Charles L. Wagner, as a concert singer, and has since astonished both the opera and concert world by her attainments. The press has commended

ments. The press has commended her most highly.

Rudolph Ganz, who appears at the same recital, is no less worthy than the other artist with whom he is presented. His ability as a pian-ist is recognized both in the United States and abroad; Caryl B. Storrs, in the Minneapolis Tribune, says of him:

"Rudolph Ganz is one of the great pianists of his time, minus every trace of pose or sensationalism. He plays like the inspired and scholarly gentleman that he is, in a manly, wholesome, clean-cut and direct fashion which compels respect and personal liking, as well as admiration and wonder. He has a facility which hides endeavor and a spontaniety of expression that makes one forget the efforts its attainment has required."

Seats are now on sale. Mail or-ders to Mrs. A. L. Green, 4904 Underwood avenue, with remittance, stamped and self-addressed envelope will be filled upon receipt.

#### EDDIE RICKENBACHER WILL LECTURE SOON.

Captain Eddie Rickenbacher, Air Service, U. S. A., noted ace, and former auto racer, is coming to Omaha on May 19. He will lecture at the Auditorium, telling of the exploits of the allies in the air dur ing the war, and thrilling tales of personal encounters in the clouds.

#### MISCHA ELMAN COMING.

era company, under the direction of Cleofonte Campanini, with a three-year contract. She also engaged in recital at the Brandeis theater, on Thursday evening, April 17.

### **SOCIETY**

### ARMY AND NAVY CLUB DANCE.

About 150 attended the dance at the Army and Navy club, which was given Thursday night. The special stunt was put on by Wallace Adams who does female imper sonations and when he unmasked there was a gasp of consternation, while one girl, who claimed she had gone to school with HER, had gone to school with HER, slipped quietly out of the door, but not before some jollying on the part of her partner. Another bar during the dance before Mr. Adam unmasked said he wasn't sure bu! he had a date with that girl, one night last wirter, etc.

Miss Nina Dally also sang and

The Aloha dance was repeated twice by request. All the dancers were given lais, the Hawlian flower wreaths, during this dance, which gave a very effective color and atmosphere to the dance.

The boys all expressed them-

selves as having a fine time and Mr. and Mrs. Harry Murrison said that they all would be there have just returned from a conferhext Thursday night, which will be the Easter Dance Mrs. Mabel Murrison and Mrs. Mark Levings have charge of the program each week. All soldiers, sailors, marines and discharged men are invited to

### CLUB ACTIVITIES

Sunday evening at the Girls' Community house, the Lafayette club will entertain soldiers, sallors and marines at an informal gathering. From now on, the Community house will be open to men in uniform every Sunday, fro 7 to 10 o'clock, the girls of some Communi-

ty Service club acting as hostesses. The patriots, S. O. S. and Lafayette clubs will be hostesses at the dance Thursday at the Army and

On Easter Sunday, April 10 the Patriots club will have a first call? Mr. Murrison will doubtes party for soldiers, sailors and marines at 7 o'clock, at the Girls Community house.

On Thesday, the devices the Control of the first call? Mr. Murrison will doubtes make a call this week.

On Thesday, the devices the Control of the first call? Mr. Murrison will doubtes make a call this week.

On Tuesday, the dances at Fort Omaha wil be resumed. The Columbia club will be hostesses on

this evening.
On Thursday night, April 24, the Joan of Arc club entertains at the Army and Navy club dance.

The Lafayette club will give a dance at the Girls' Community house on Saturday evening, April

### PERSONAL ITEMS.

Second Lieutenant Charles A. Ogilbee has been attached temporarily to the 12th balloon company for duty.

Captain Judd A. Strong, post surgeon, was granted a five days leave of absence last week.

Second Lieutenant Roscoe G. Conklin has been detailed a member of the board of officers convened to publish The Gas Bag. Lieut. Conklin will take charge of the advertising.

Second Lieutenant Harold C Fischer is absent upon a ten days

Major Arthur Boettcher and First Lieutenant Stephen L. Dowd have been detailed as post athletic officer and assistant, respectively.
Captain A. C. McKinley was granted a two days leave of absence last week.

Captain R. H. Harrell is detailed to succeed Major E. W. Crockett

as a member of the special courts martial appointed at this post. Second Lieutenant T. E. Nelson was granted a three days leave of

First Lieutenant Walter S. Baver, sanitary corps, has been re-lieved from further duty at this

last

post and instructed to report for duty as camp sanitary engineer at Aberdeen, Md.

Aberdeen, Md.
The following officers have received their discharges from the service: Captain Jeremiah S. Alexander, M. C.; Captain John L. Travis, M. C.; First Lieutenant George B. Harrison, First Lieutenant Elisha E. Evans, Second Lieutenant Course, B. Harrison, Facend tenant Gorman B. Howell, Second Lieutenant Frank T. Davis, and Second Lieutenant Stewart R. Kirkpatrick.

Soldiers of Fort Omaha are especially invited to attend a henefit ball to be given Tuesday even-ing, April 29, at Metropolitan hall, Twenty-third and Harney streets.

There's many a slip twix the cup and the lip, but most of the slips occur after the cup has been to

#### War Camp Community Service News Briefs

Omaha is one of 50 cities in the United States which has been chosen by War Camp Community Service as an Industrial City. Between six and ten thousand dollars will be spent here in the coming five months on Industrial work problems.

Mrs. Raymond V. Montague is

making this industrial survey for the local War Camp Community Service Girls' department under Miss Bernice McCoy's direction. Many good ideas have been unearthed in the few days since this survey has been started. Heads of the business firms are most in-terested and their suggestions will be worked out.

The number of girls and women who are employed in the different factories and the needs to be met is the data which Mrs. Montague is gathering. Miss McCoy, who has taken charge of the girls work here, has had much experience in the handling of girls and her in-fluence is already beginning to be felt and giving impetus to the great

ence of all the War Camp Community service song leaders in the middle west, held at Davenport, Iowa. Mr. O. F. Lewis of New York city and Mr. James Rogers, in charge of the War Camp school at Chillicothe, Ohio, conducted the

meetings.

The Murrisons have returned with loads of new ideas and suggestions and soon plans for the welcome home parade coming service star demobilization day, which will be national, will be an-

Two hundred new chairs have been addded to the equipment of the Army and Navy club.

It is hoped that a permanent glee club can be started this week at the fort for enlisted men. There is dance Thursday at the Army and Navy club.

The W. D. T. club wil entertain at the Saturday night dance at the Girls Community house.

### Questions, and Answers

N. R. F. asks: When a man who is already on special duty is or-dered on extra duty, what changes should the morning report show? Answer: "S. D. to Ex. D.—date". There is no change of status involved, the only difference being extra duty pay.
R. R. asks: How is a "casual com-

pany organized? Answer: Similar to an infantry company, except that it is composed of what were formerly known as "unassigned" men. The administrative officers and non-commissioned officers are usually permanently assigned. Necessary and merited promotions may be made.
A. A. E. asks: How may an en-

listed man be relieved of respon sibility for clothing, blankets, etc., stolen from him during his absence on furlough? Answer: By placing them on report of survey.
D. A. W. asks: What rating has

a man in the naval air service who wears three stripes, with wings

and propeller, on his left arm, and a gold wing on his blouse pocket Machinist's mate, fir Answer: class, aviation, U. S. navy. The gold wing is unauthorized for exficers being entitled to it. This man would rank approximately, with a "flying sergeant" in the

N. R. A. asks: How is the Argon gas lately used in dirigible bal-loon work derived in large quantities cheaply enough to be practicable for this purpose? Answers Argon is the pseudonym used to regarding the real gas used, which is helium. Argon is obtained com-mercially by distillation of liquified air. Helium is obtained commercially by fractional distillation of liquified natural gas from the oil fields of Texas and Oklahoma. S. R. asks: What are the non-

commissioned officer ratings in the coast artillery corps? Answer: Sergeant major, senior grade, C.

Master electrician, C. A. C. Band leader, C. A. C. Engineer, C. A. C.

Sergeant major, junior grade, C.

First sergeant, C. A. C. Electrician sergeant, first class,

Assistant engineer, C. A. C. Master gunner, C. A. C. Electrician sergeant, 2nd class,

A. C. Color sergeant, C. A. C. Sergeant, C. A. C.
Fireman, C. A. C.
Corporal, C. A. C.
Corporal bugler, C. A. C.
In addition to these, there are

various ratings, such as chauffeur, carrying extra pay but no rank.

### Open New Bureau for Information

An information bureau for solsailors and marines has been established at 407 South Fifteenth street, opposite the Orpheum.

This bureau is prepared to give information and direction to all discharged men of the service, as well us to those still in the service.

Any boy who wishes to find work, information in regard to bonus, insurance, allotment, etc., or wishes to be directed to the dif ferent clubs that are doing work among the soldiers in Omaha, or wishes to get in touch with entertainments that are being given for the soldiers each week, we will cheerfully serve.

A reading and writing room is maintained in connection with the bureau, as well as checking facilities, telephone, etc.
All soldiers from Fort Omaha

and Fort Crook are invited to visit our bureau, check their coats, write letters and read.

#### CLEARANCE SALE

-at the-

POST EXCHANGE

Special Prices for Men Being Discharged

## A Dependable Store

Established 1886

Correct Fashions for Women A Splendid Shop for Men

Thompson-Belden & Co.

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On the Fort Car Line

### HOTEL FONTENELLE "BUILT FOR YOU TO ENJOY."

The Home of Khaki-clad Lads-They All Meet Here. Prices Reasonable Service Unexcelled Tell your friends to meet you at the Home on the Hill.

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### THE NEW METEOROLOGY

By 2nd Lieut. C. LeRoy Meisinger, Signal Corps.

One hears a great deal, days, concerning the effect of the war upon the development of hitherto neglected activities. And, among other things, one hears of the new meteorology. The truth is that the war has brought forth this modest and upassuming science and used it as an effective weapon against the enemy; and, in turn, it has given that science an impetus, a self-confidence, and a dignity, which, instead of diminishing, shall continue in ever increasing importance in the days of peace.

Before the war, it is true, there was the weather bureau—a vast and intricate organization main-tained by the government, doing immense work anually, not only in accumulating climatic data, also, from the layman's standpoint in issuing crop bulletins, storm and frost warnings and forecasts, the daily weather map, and other val-uable reports. In spite of the fact that these benefits poured millions of dollars into the pockets of the commonwealth, there was not the respect for the institution in the popular mind, which is desirable for the propagation of any vast enterprise. Indeed, there is too comprejudice against "weatherman," although few peo-ple know just who he is or what he does. There was only a small group of far seeing men, before the war, who looked beyond the weather as we meet it the ground and saw that in the upper air interesting things were taking place. In a limited way, the upper air was investigated by means of kites, pilot balloons, and ballonssondes. Such enterprises were either privately endowed or adequate resources for widespread investigations were lacking; and, as a consequence, but few aerological stations were established.

But the war came with its clar-

on call for the sciences. Meteorology heard and responded. In the signal corps was organized a meteorological section, which not only carried its work carried its carried its work across the sea, where it proved invaluable to the autiliery, the air service, and the chemical warfare division, but it established almost thirty aerological stations in America, which have worked faithfully and efficiently at proving grounds, firing centers, aviation fields and balloon schools. In addition to ministering to local needs, these home stations have contributed daily to the new institution of the wind aloft forecasts and the upper air map. So definitely has the war stamped meteorology as an indispensable weapon that today there is a popular interest, which is fostering and stimulating research, in order that the knowledge obtained from the upper air may be turned to account in such a manner as to benefit man-

As is often the case, however, with a scientific subject, most peo-ple do not have a clear conception of just how the work is done. Of military meteorology, this is to be expected from the civilian; but it is with some surprise that we find those who, day after day, have used the meteorological data, yet have very little idea of how it is obtained. Therefore, we will discuss briefly the methods employed in securing upper air data, not only for the balloons and airplanes, but for the artillery as well. The Methods of Military Meteor-

ology. As was stated above, there are three methods commonly employed in determining conditions aloft, namely, kites, ballons-sondes, and pilot balloons. The kites carried recording instruments and bring back to the ground a continuous record of altitude, temperature, aumiaity are often several kites on the wire so that the wind directions are noted from the relative position of the kites. This method, lowever, is not practical in warfare because of the elaborateness of the equipment and the slowness of securing data. The sounding balloons are small balloons just large enough to carry a parachute attachment and recording instruments. When the balloon bursts high in the air, the receptacle containing the instruments is brought safely to earth by means of the parachute. But this, also, is impractical in warfare be cause of the difficulty of recover ing the records. The pilot balloon remains as the final solution. In this case, there is no parachute and there are no records to be recovered. A small rubber balloon is filled with hydrogen and securely closed; it is released, it sails aloft, and its course is followed and charted by observers at the start-

The trigonometry of the proposition is simple. We have two sta-tions at opposite ends of a base line, whose length and direction are accurately known. At each station is a theodolite, which is essentially a telescope equipped with horizontal and vertical circles and mounted on a tripod. The balloon is released from one end of the line and followed by both instruments. Time is counted from the instant of release, and every min-ute readings of the angular altitude and the horizontal angle are made simultaneously. These four angles, with the known length of the base line, enable us to know exactly the altitude of the balloon and the point in the horizontal plane over which it is moving at that instant. A series of such points obtained in successive minutes enables us to draw the path of the balloon across the country. From such a projection we can de termine the velocity with which the balloon was traveling at any time; or, since the altitude of the balloon is a function of the time, we can obtain the speed and direction at any altitude.

Experience has demonstrated an interesting characteristic of these balloons; their rate of ascent is constant. Empirical formulae have been derived for their ascensional rates. Dines, in England, from insufficient data and theoretical considerations obtained such a formula which, for a time was widely After many runs had been made, however, it was found that this formula was not wholly satisfactory. Members of the signal corps, with more data at hand, de-veloped what appears to be a better formula and is the one employed at the present time. It establishes a quite simple relation between the weight of the balloon, its free lift and its rate of ascent. There is no refutation to the argument that convectional currents will influence the rate of ascent. Practice shows that this effect is most conspicuous at the start of the run; that is, within 500 meters of the ground and that the error is quite small.

As a consequence, we are able to simplify and expedite the computation of the wind aloft by using only one theodolite, with the computed altitude of the balloon as one side of the triangle. Thus we have only two angles to deal with and there is, of course, a very simple relation connecting the horizontal dis tance of the balloon from the start ing point and its altitude, when the angular elevation is known. These, briefly, are known as the double and single theodolite methods of determining the wind aloft. The two-theodolite method is more precise, but it entails a large personnel and more equipment and is employed at only a few stations.

By these methods, the meteorol ogist can tell in a very short time the speed and direction of the wind up to a great height. The only limits imposed upon the height to which a balloon can be observed are clouds, haze and smoke or the bursting of the balloon. The average run carries the balloon two or three kilometers into the air and, not infrequently, very surprising and interesting results have been obtained. For example, at College station, Texas, in June, 1918, one of these-balloons was followed for 171 minutes, in which time it attained an altitude of twenty-two kilometers. At the Fort Omaha station this winter, by a combination of relatively small speeds near the surface and extremely high winds above, a horizontal distance of fifty-five kilo-These inmeters was measured. stances show the great distance it is possible to follow the ballons er favor: hle circumstance

Very often it happens that the surface winds are very gentle and but 100 meters aloft the wind is blowing at a dangerous velocity. Thus, when the Caquot balloon is about to ascend, it is the military meteorologist who can tell the maneuvering offfcer and observer exactly what he will find above, so that precautions can be taken. The lack of this knowledge may result in the cable snapping, with a con-sequent loss of life and property. Again, when the free balloon is led from the balloon house, the meteorologist hands the pilot a report of the wind aloft and he is thus enabled to get the maximum value from his journey. Or the aviator, by consulting the wind aloft chart in planning his cross-country flight, can select an altitude at which to, fly where the wind will aid him to-wards his destination. Otherwise, he will have to hunt about, losing time and fuel against opposing

This report of the true wind aloft is insufficient for the needs of the artillery, however. It is well known that, in the case of the large guns, the maximum ordinate (maximum altitude attained by the projectile in flight) is very great. And it can be readily seen that if the various winds are blowing at dif-ferent elevations along the maximum ordinate, they will have a ten-dency to influence the path of the projectile. For instance, if a high wind is blowing at the top of the projectile's path and perpendicular to it, there will be a tendency to throw the projectile to the right or left of the mark; or, if a head wind is met the projectile may fall short. Therefore, these wind effects must be corrected for before the gun is wed. The neteorologist then takes report of the true wind and

called the ballistic wind. Ballistic wind is a wind velocity of such magnitude that, if it were blowing uniformly up to the maximum ordinate, it would have the same effect upon the projectile as the total of the effects of the true winds. In order to compute the ballastic wind it is first necessary to know the maximum ordinate of the projectile. It is then possible to divide that ordinate into a number of zones and to determine the relative lengths of time that the shell will remain in those zones For example, suppose that the maximum ordinate of a certain projec tile is 2,000 meters and that we di vide it into four zones of 500 meters each, we find by calculation that if the total time of flight is considered unity, half of the time of flight is spent above1, 500 meters and half below. About one-fifth of the time is spent between 1.000 and 1,500 meters, about one-sixth is spent between 500 and 1,000 meters and about one-eighth is spent between the surface and 500 meters. If the true winds blowing in these four zones are multiplied by one-eighth, one-sixth, one-fifth and one-half respectively, we have the ballistic wind component for each zone. Now, if we draw a vector diagram representing the respective magnitudes of these four winds, and close the polygon, the resultant vector

the given maximum ordinate, we have supun the principal phases of the meteorologist's work in the army—obtaining of true wind for the aviator and the balloonist and the ballistic wind for the artilleryman. These by no means exhaust the services rendered, for, if one were to enumerate the thousand lesser activities of the military weather man, this article would be unduly long. In the be-ginning we said that the war, in turn, acted as a stimulus to meteorology. And now we will turn to the peace time meteorology which, through its baptism of fire, has been freed in a large measure of the shackles of narrow prejudice which formerly bound it and stands ready to do its share in a larger way to make the world a better place in which to live.

(To Be Continued.)

will represent the ballistic wind for

### DESTRUCTION OF A FREE BALLOON DURING INFLATION

BY DR. W. F. G. SWAIN.

Abstract of report: The balloon. of 9,000 cubic feet capacity, left Fort Omaha at 8:30 a. m., on June 15, 1917. The weather was calm, and the balloon traveled only nine miles in one hour. At 10:40 a. m., the pilot made a landing. He then ascended to an altitude of 6.000 feet, and again landed near Nebraska City under a mild wind of less than 15 miles per hour. The land-ing was made without ripping the panel, and the pilot got out of the basket, pulled down the net so as to reach the valve, and unbooked the valve spring so as to facilitate the escape of hydrogen. He then started to pull the net so as to get the valve once more to the top. When the valve was approximately at the desired position, he, to use his own words, "Heard the charac-teristic sound of ignited hydrogen, and, realizing the possibility of a sudden explosion, threw himself down on the ground to protect his face. The explosion followed immediately . . the envelope was gone in a few seconds."

Analysis of explosion: The region surrounding the place where hydrogen escapes into the air is always the seat of an explosive mixture. The "characteristic sound of ignited hydrogen" referred to by the pilot evidently corresponds to the "pop" or miniature explosion resulting from the ignition of the explosive gas at the valve opening. The valve being open, and the appendix also being open, the conditions were favorable for the formation of an explosive column of gas

between the two openings. So long as the initial velocity with which the flame would start to be propagated through this explosive col-umn (a velocity of the order of magnitude of over two meters per second) was less than the velocity of efflux of the gas from the valve, the explosion would be unable to propagate itself, or "strike back" into the balloon. This would appear to be the condition prevailing at the instant when the ignition was first noticed. At this time the pilot was presumably pulling down on the net. On hearing the initial miniature explosion he released the net. This would produce a sudden diminution of the pressure in the balloon, and consequently a diminution of the velocity of efflux of gas, enabling the flame to strike back into the balloon and exploded the whole of the explosive mixture contained therein. In this way the major explosion is accounted for as occurring an instant after the initial minor explosion, a circumstance which seems to be implied The major in the pilot's report. explosion probably represented the combustion of the explosive mixture in the column joining the two openings, and in the region two openings, and in the region to which air had diffused from this column. A quantity of hydrogen of a degree of purity comparable with that in the bal-loon at the moment of descent would yet remain, and this would burn with a speed relatively slow compared with that of the explothe pilot's statement that the envelope was consumed "in a few seconds."

The hydrogen used for a free balloon is usually taken from a kite balloon when the purity is insufficient to provide a satisfactory lifting power in the latter. Further, in descending, a free balloon will to some extent take in air through an appendix, although the automatic constriction of the latter by the increase of external pressure minimizes the influx of air. However, there is always a certain possibility of the gas in a free balloon being explosive. That such was not ing explosive. the case in the instance under discussion, however, is borne out by the fact that the gas burned for a few seconds after the minor ex-plosion; and, we are thus led to the conclusion that the primary cause of the explosion inside the balloon was to be found in the column of explosive gas which originated as a result of the appendix being open while the hydrogen was discharged from the valve.

The primary origin of the spark was probably the electrification of the surface of the balloon by the friction resulting from pulling the net over it. The spark might arise in several ways. It might occur between the fabric and the net rope; or, some part of the valve which was conducting but was insulated from other conducting parts might spark to one of these parts as a result of its having become charged by leakage from the

charged envelope.
Conclusions: The first ignition
of the escaping gas was caused by
an electric spark which occurred in the vicinity of the valve, and the major explosion was caused by the striking back of the flame into the explosive column of air which resulted from the presence of two openings in the balloon, at different levels.

They Are Sure Repeaters.

"Each man who has good reasons for requesting a furlough, step forward." Company halt! the captain roared.—Army and Navy Journal.

You can be brief without being



### One of the Leaders

This is a good illustration of one of the new doublebreasted waist-seam suits by

### Hart Schaffner & Marx

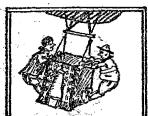
Two buttons, slash pockets; a long stylish roll to the lapels; the trim-waisted, fullchested "air" that young men like; it's a favorite.

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# IG - THE BASIC



### THE ARMY GOAT GRABBERS BY BOLEY.



CHUCK'D ON GUARD THE VERY

NIGHT YOU ARE TO MEET YER

BEST JANE \_ GRR-R-R

Some of the Things a Fellow Thinks About in the Army While Shaving Just after Reveille.

When pay day is coming.
How much money he will have after deducting allotment, Liberty

bonds, and insurance.
What he needs in the way of toilet articles to last him the next

month.
Whether he should draw a canteen book or bum cigarets 'till pay

How many of his pals have been discharged in the last week.

Note: Just then the Mess Sergeant comes in and reminds him that he is on K. P. and to "snap out of it."

#### EXPLAINED.

Willie Willis-"What is a 'war measure, pa?"
Papa Willis—"Eight ounces to
the pound around here, my son."—

### AWFUL HOPEFUL.

"The judge gimme six months. You said you'd get me acquitted."
"I know I did," admitted the lawyer. "And since I fell down on
that promise I'll agree to get you

"How long will that take?"
"About six months."—Philadelphia Bulletin

#### IN A DRY LAND. Cleopatra pressed the asp to her

bosom.
"Cure for snake bite is getting mighty scarce," they warned her. -Judge.

### SILVER CHEVRONS.

1st Sgt.—Say, Bill, how do you like the idea of "silver bars" for us chaps who were left behind?

2nd Sgt.—Rotten!
1st Sgt.—Why?
2nd Sgt.—Aw, the silver tarnishes— and when you polish it up it's too d— much like "rubbing it in."—Judge:

#### FLAW IN HIS ARGUMENT. 'Who ate that salmon?'

"The cat, I guess."
"Bosh!" Now, my dear, everybody knows that a cat likes salmon."

"Yes, but a cat can't manipulate a can opener."—Courier-Journal.

#### PLUTOCRATS.

Sing a song o' thirty bucks, A soldier's heart is gay, When he salutes the gentleman Who peddles out his pay!

Fifteen for allotment goes, War Risk, seven dollars, Eight for bonds—now figure what

Left of thirty dollars!-Judge.

#### PRETTY SOFT.

Mess Sergeant-Reggle, after you inish scrubbing the pots I'm gonna

net you rest for two hours.

Reggie—Y'mean I can go up to my tent and go to bed for two hours.?

Mess Sergeant—Naw! I mean y'can sit down an peel spuds for two hours.—Judge.

ABOUT EVEN.
Doctor Jones—"Look here! I've paid you a lot of money to fix this

car and it's just as bad as ever."
"Well, Doc, I can say the same about my rheumatism that you've been tinkering with."—Judge.

### DOHSE'S CAFE

30th and Fort Streets.

Anything and Everything for the Soldiers' Use and Comfort.

Try Us on Your Next Bundle of Laundry

SIX PLACES



Pies Like Mother Tried to Make.

Hot Mince and Apple.

THE other night I

WENT to the theater

WITH a low-browed friend and the

ORCHESTRA played

LITTLE Brown Jug and

HE thought it was the

NATIONAL Anthem and he

STOOD up and I DID, too.

DARN him!

### AIN'T LUV WONDERFUL? You're never too old to love the pretty girlies;

You're never too old to fall in love with them,
Though you may be old and your hair may be thin,
But there's lots of good tunes in

an old violin. Love can make this world go whirly-whirly.

You're never too old to get the hugs

and kisses, And you'll always be strong for ribbons and for curls, So when you're old and gray and

have to croak We hope it's a kiss that will make

you choke.

For you're never too old to love the pretty girls.

#### THE CONDUCTOR'S GROUCH.

. "I don't like the way this road is run," said the irritable passen-

ger."
"What right have you to kick compared to me?" said the conductor. "You only have to make the trip once in a while."—Wash-

An Every Day Conversation Outside the Barracks When One Rookie Meets another.

"Hi George" "Hi"

Gotta cigarette?

When are ya gettin' out? Don't know, when are you? Affidavits disapproved. Tough luck.

I'll say so. Well, s'long, I gotta' date.

See you tomorrow, Alright, s'long.

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Pianos and Players

### A. HOSPE CO.

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### Mr. Soldier Man!

Many of you are strangers in our community—we welcome you. Many will be with us during the coming Xmas bolidays, which, in the light of victory, should be the merricat and most joyful of any Xmas since A. D. 1. We will commemorate Xmas 1918 with pleasing, personal and permanent gifts. What more logical than jewelry? Where more satisfying to shop than Ryan's, the house of quality?

Ryan Jewelry Co. 16th and Farnam. Phone Douglas 768. Securities Building. OMAHA, NEBRASKA.

#### HEALTH HINT.

To eliminate cooties: Sprinkle the seams of your clothing with salt then place the clothes along the bank of some river or creek. The coolies, after eating the salt, will go down to the water. The minute they leave, grab your clothes and run like h., Person-

#### OBEDIENCE.

Pat, just returned from the trenches, with his head swathed in bandages, was the center of attrac-tion. "How did you get wound-ed?" asked a proud admirer. "Well," sad Pat, "the dirty Boche

wuz raisin' Ned wit' our trinches whin our brave captain shouts, 'Kape down, boys, an' shtand Pat!' Oi obade."—Judge.

### COLD STORAGE.

Captain-Where is your over-

Private—Sir, I cannot find it. Captain—Well, you'll find it on the payroll.—Judge.

### SOME GIRL.

He-l've never kissed any girl in the whole world. She—I don't care for your past performances. What is your dope for the future?—Widow.

### I WONDER. I think the Mormon prophet was An awful funny man.

wonder how his wives enjoyed His prophet-sharng plan?-Judge.

Mrs. Occult—Do you beleve, major, that spirits will ever return to earth?

Major—It may have been possible in the past, but they can't after July 1.—Judge.

HIGHWAY ROBBERY.
"Papa, what kind of a robber is a page?"

"A what?"
"It says here that two pages held up the bride's train."—

If trench warfare had continued much longer, public service cor-porations probably would bave sought franchises to supply the trenches with light, heat, telephone, and transportation.

The Quality Cleaners
DRESHER BROTHERS
We have the Government's contract
for Dry Cleaning all woolen taken
over by the Fort Omaha Conservation Department.
This is the indorsement official
of the caliber or our work.
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17th and Cuming Sts.

#### THINK A MINUTE! Do You Know that the Woodmen of the World

furnishes the Best and Saiest life insurance in the world? To-morrow may not come. Do it today.

COL. C. L. MATHER, City Manager. HON. W. A. FRASER, Sovereign Commander. Home Office. Omaha, Neb.

WALK into the OFFICE and the sergeant

HANDS you your

WHEN you

DISCHARGE and

YOU are so happy you

CAN'T say a word, but you

JUST stand there and grin, OH. BOY! Isn't it a

GRAND and glorious feeling?

### EVERYTHING WITH HIM.

"Money isn't everything," "May-be not, but right now it's the only thing I can think of that I really need."—Detroit Free Press.

### STEIN BLOCH

AND

SAM PECK

### Men's Suits and Overcoats

Benson & Thorne

25% Off

MEN'S SHOP

# S NOW

16th and Farnam Hats, Furnishings, Service

> Old Parts Made New. New Parts Made, Too.

Bertschy Manufacturing and Engineering Company OMAHA, U. S. A.

### SHOES REPAIRED WHILE YOU WAIT FRIEDMAN BROS.

211 South 14th Street Army Work a Specialty.

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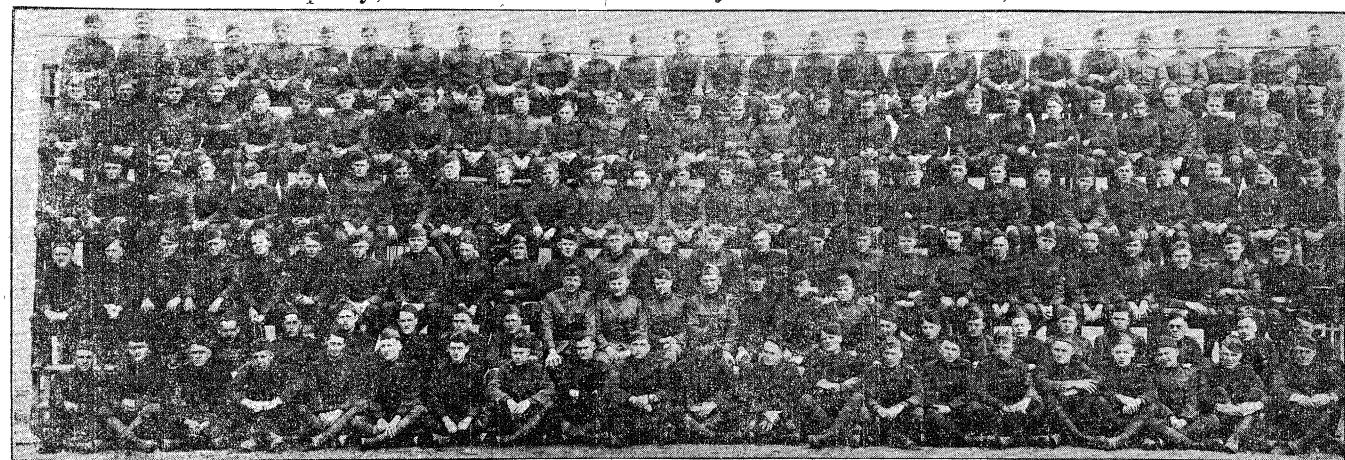
2809 Leavenworth Street Harney 103

A store that is always ready to be of service to you at home or abroad.

16th and Harney Streets.

Omaha, Nebraska.

### Twelfth Balloon Company, Twice Cited for Bravery in Action Overseas, Returns to Fort Omaha



The Twelfth Ealloon company, composed largely of Omaha, Council Bluffs and Lincoln boys, trained at the United States Army Balloon School at Fort Omaha, has returned to this post for discharge

This organization saw considerable service in action overseas. It took part in the St. Miliel offensive, and has been cited in orders three times. One of the officers received a Distinguished Service Cross, and nearly all of the personnel have been through shelling and carried on observation in the air under fire.

The diary of the Company, kept during the whole overseas tour, is very interesting. It describes the loss of two observers, who, in one balloon, were blown into Germany by a strong wind; mentions the experiences of observers who jumped under fire, and relates the story of the day that the balloon and the whole company were shelled, including a direct hit on the balloon.

The Twelfth company was organized at Fort Omaha from Companies B and C of the old Fifth Squadron, Lt. R. J. Keefe was the first commander, being succeeded by Lt. Walter Romans on February 4, 1918.

On February 18 the company staged a great military ball in the Omaha auditorium as a farewell reception to the many friends of its personnel in this

Lt. A. C. McKinley of St. Louis was placed in command of the company on February 22, retaining this position during the entire period of the company's overseas service and, as Captain McKinley, returning in this same capacity.

On February 21 the company arrived at Camp Morrison, Va., the port of embarkation. It spent four months there digging ditches, clearing large tracts of forest, draining swamps, grubbing stumps and building roads.

The date of the company's departure for France was June 21. The men marched to Newport News and embarked upon the "America," an Italian liner. Anchor was weighed the following afternoon.

The vovage across was rather uneventful, with exception of the Fourth of July celebration, which was held on board ship. It one time depth bombs were dropped and a few shells fired, but no U-boat was sighted, and the rumor that one had been hit and destroyed was never verified.

There were thirteen ships in the convoy which accompanied the company on the voyage, thirteen days were consumed in the trip, and the landing in Brest, France, was made on July 13.

The company sojourned ten days at

in helping unload war material, giving first day in the new position the wind the men their first realization of the tremendous amount of traffic carried on at the base ports. Officers as well as enlisted men were coing manual la-

The following morth was spent at La Courtine. A gun range for heavy artillery was located there. The camp was located in the hills. The company lived in portable barracks. Life was made pleasant by the fine spring water which was available, and a swimming pool in an abandoned mill pond nearby.

First Lieutenants Tait and Hinman and Second Lieutenant Fischer were asigned to the compansy as observers. Enlisted men in the various departments were sent to school to become specialists.

The latter part of August the company went to Toul to join eight other companies concentrating there for the advance to the St. Mihiel sector. It arrived at Sommedieu on September 21. This sector was half way between St. Mihiel and Verdun. The camp was situated only seven miles from the German front lines.

to a Railway Reserve Artillery, firing Later, special permission was also shells. After maneuvering over an open States,

grew violent, carrying with it a heavy wind. In spite of these unfavorable weather conditions, preparations were made for an early flight.

At 4:30 o'clock on the morning of September 12, Lieutenants Tait and Hinman ascended to an altitude of 200 meters. They at once ordered the balloon hauled down as it was impossible to observe. On nearing the ground a gust of wind caused the balloon to dive. The basket struck the ground, tearing off the parachutes, and twisting the rig-

It rebounded, was caught by a stronger wind and the cable snapped. The balloon was carried directly toward German territory. The observers were unable to jump because of the loss of their parachutes. The bag landed beyond the German lines and the officers became prisoners of war.

Lieutenant Fischer, the surviving observer, was unable to make flights at off the ground. It was very plainly evithis time because of stomach trouble. dent that the Germans had a good ob-Major Jouett issued a special order per- server watching from some point of mitting an enlisted man by the name of vantage, as well as an airplane over-Scott to take up the duties of observer The company finally received orders in the emergency. He had passed a U. to replace the 7th Balloon company for S. Army Balloon School course, and was general intelligence work and assistance awaiting a commission at the time.

Brest. One day and night were spent | at long range. Toward midnight of the | granted M.S. E. Cohn to act as observ- | hill in this manner, under a veritable er. Cohn is an Omaha boy,

Scott and Cohn made an ascent the morning of September 16. A boche plane attacked, and upon orders from Lieutenant Fischer, acting as maneuvering officer, both observers jumped. landing safely.

On September 28 the company proceeded to Cheppy, where the balloon was put up three days later with M. S. E. Cohn as observer. The Germans started ranging for the position immediately with large caliber shells. The balloon was ordered hauled down at once and untoggled.

Lieutenant McKinley heard of the precarious position of the company and balloon and hurried to personally take command. He ordered the balloon taken out of its bed and maneuvered rapidly back to safety. The balloon had no sooner been taken to the road when the Germans began shelling again, this time with the balloon hardly four feet head directing fire.

The balloon was maneuvered traversely, first to the right and then to the

hail of shells, it was found necessary to pull the rip cord, as three big holes had been torn in the bag by shell fragments. The men had no sooner left their positions at the ropes when two high explosive shells struck the balloon squarely, setting it on fire. Private Wagstaff was the only man injured during this experience. Sergeant Olson, who commanded the balloon, was recommended for the D. S. C.

On October 7 the company moved to Dombasle. It was while here that Eddie Rickenbacker brought down his twenty-fifth plane on a hill near the camn Many of the boys rushed over to the plane, and in a few moments had it completely torn apart for souvenirs. Even a major tore off the two crosses from the wines, indicating the insane desire all Americans have for souvenirs. The Twelfth company secured the parachute and also the machine guns and magneto.

The company was camped on an old aviation field of the Germans at Buzancy when the armistice was signed. The last enemy shell in their vicinity fell at 10:55 o'clock on November 11.

On November 24 the company was ordered to a concentration camp to await left. At each move came a salvo of orders to proceed overseas to the United

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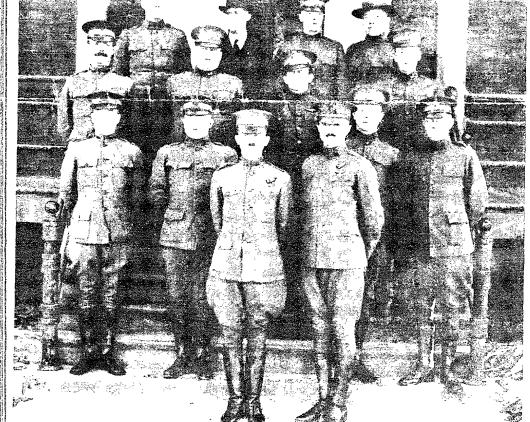














EUFENE W. CROCKETT



Top Row—Lt. G. D. Kingstend, Fir. W. W. Burkon, Lt. T. E. .. from Lt. C. S. Powell.

Middle Row—Cant. R. H. Harrelt, Capt. Monthed White Capt. R. V. Goodale, Capt. R. C. Pierce.

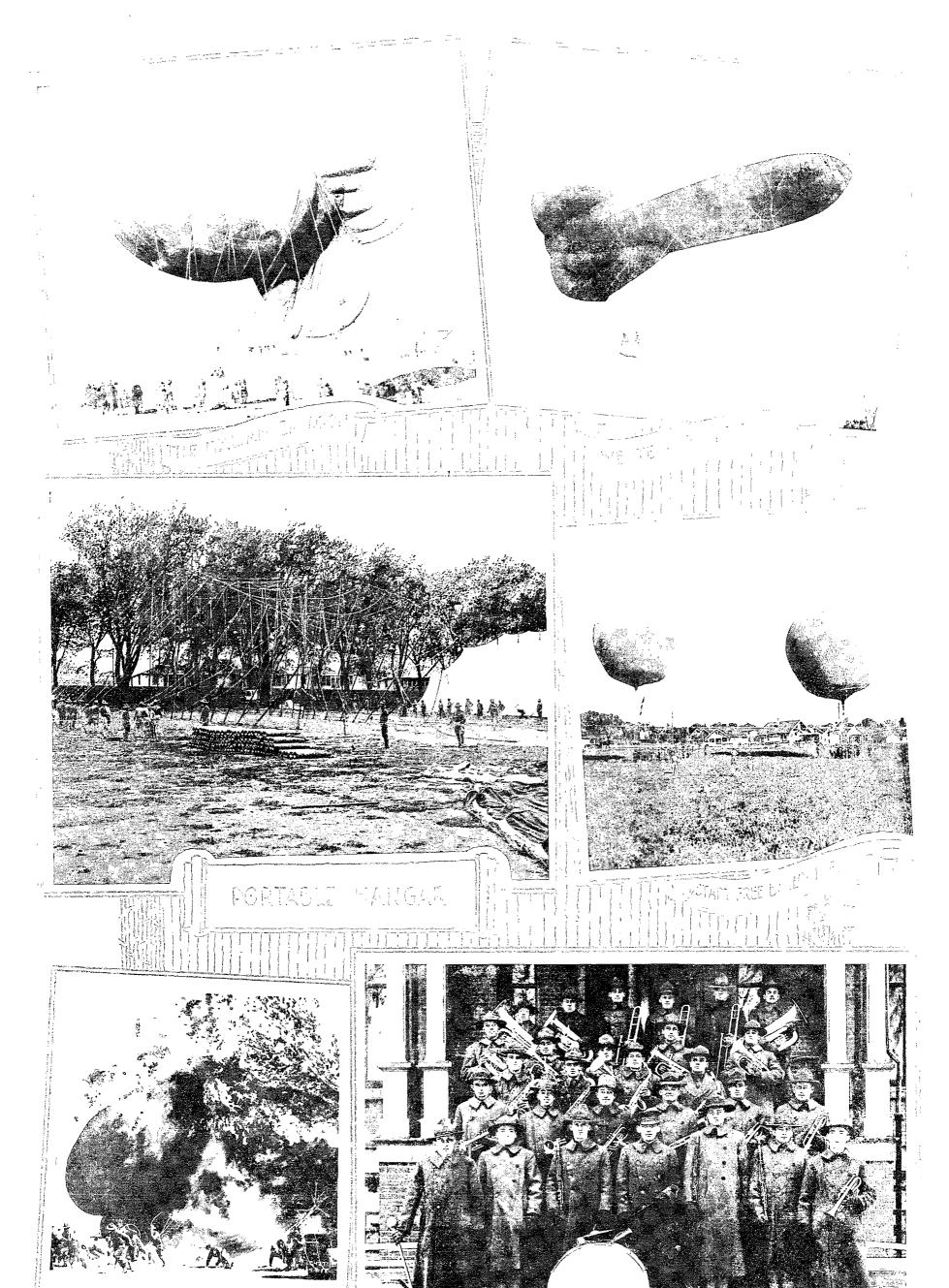
Bottom Row—Major R. T. Crawford, Major M. J. O. Balen, Front Center)—Lt. Col. Jacob W. Wuest, Capt. J. G. Ayling, Major A. W. Boettcher, Major A. S. Lindquist.











SALLOGN EXPLOS OF AN FORT SILL, ORGAN

