

"TIME IN THE AIR" OF BALLOONS AT FORT IS TOTALED

Flight Office Records Show Total of 873,184 Minutes Aloft.

LT. HARRISON COMPILES SOME INTERESTING DATA

Period of Instruction Taken From April 17, 1917, to January 1, 1919.

(By Lt. George E. Harrison.)
"Time in the air" for the period of instruction at the United States Army Balloon school at Fort Omaha, shows a total of 873,184 minutes aloft from April 17, 1917, to January 1, 1919. This means that all balloons up during that period were in the air altogether, 11,219 hours and forty-four minutes. In this total are included the flights of captive and spherical balloons and both observation and experimental ascensions. Flights may be tabulated as follows:

	Hrs.	Min.
Captive balloon, observation or other instruction	941	14
Captive balloon, experimental or in ballast	84	50
Spherical balloon trips	385	51
Total, 8 1/2 mos. in 1917	1,411	55
January-December, 1918—		
Captive balloon, observation or other instruction	9,225	11
Captive balloon, experimental or in ballast	387	27
Spherical balloon trips	195	11
Total in 1918	9,807	49
Grand total for instruction period	11,219	44

The work started with a German drachen balloon (No. 5) and progressed past the tail-cup type to the standard M of Caquot design, which were later superseded by the R type. One Avorio-Prassone captive balloon was received from Italy, and is still in use. The first Type R Caquot balloon was of French make, but the others were manufactured in this country.

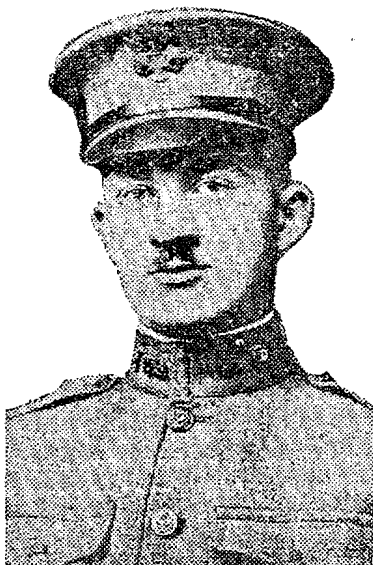
Captive balloon flying in April, 1917, totaled 181 minutes; in the month of June, 1918, the total captive balloon flying was 137,542 minutes. During the months of June, July and August, 1918, captive balloons were flown 326,093 minutes, or 5,601 1/2 hours. The details frequently went out at 5:30 o'clock in the morning and were dismissed after 10 o'clock at night. For some time during this period there were fourteen Caquot balloons at Fort Omaha and all fourteen were inflated with gas and in condition for

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"Question Box" to Be a Feature of the Gas Bag

One of the new departments to be instituted in the Gas Bag is a "Question Box," designed to answer the many questions pertaining to military service that arise, requiring authoritative answers. All questions will be referred to a competent authority in whatever branch of work to which the query pertains, and may be relied upon to furnish complete and up-to-date information, which has heretofore been difficult of access to the average individual. This service is gladly furnished to all readers of the Gas Bag, in the columns of which paper the answer will be printed, omitting the name of the inquirer if so desired. Questions may be submitted through the organization correspondent or by mail to the Gas Bag.

NEW DENTAL SURGEON



Captain C. R. Jacobson. Captain Clarence R. Jacobson has succeeded Captain Gordon B. Logan as post dental surgeon at Fort Omaha.

Captain Logan received his discharge early this month and left at once to resume his former practice at Melcher, Ia., his home.

Captain Jacobson returned last week from Camp Dodge, where he passed a special examination to determine his fitness for promotion from first lieutenant to captain in the dental corps of the regular army.

He has just received official notice of his promotion to a captain's commission.

As first Lieutenant Jacobson, he was stationed since May, 1918, at Florence Field, where he gave dental attention to the men of companies designated for overseas service.

Captain Jacobson's home is at Tracy, Minn.

59th Company to Wing Foot Lake Near Akron, Ohio

The Fifty-ninth balloon company, with a strength of forty-six men and two officers, and accompanied by one medical corps man, left this post bound for the United States army airship and construction depot at Wing Foot Lake, Akron, O., which is the very heart of the fabric and rubber industry of the country, where they will receive invaluable instructions in the construction, rigging, maintenance and operation of the dirigible balloon. Captain H. A. Wise was in command, accompanied by Lieutenant Paul J. Vollmar. It is expected that each man will have the opportunity to make aerial flights and receive a corresponding 50 per cent increase for flying pay. Each of these men has patriotically devoted himself for another year of service to the government as pioneers in the development of this important branch of our military establishment. As the first volunteers for an additional year service they will receive every consideration and a chance to demonstrate their abilities in the art of aerial navigation. This is a new field and offers unlimited opportunities for advancement, not only in the army, but in civil life.

Army Gets Five Blimps From Navy

Secretary Daniels has authorized a temporary "loan" by the navy department of five observation balloons of the "blimp" type to the war department. The navy aeronauts are instructing army personnel in the handling of the balloons, which will be delivered to the land forces as soon as hangars are built to house them. Three of the five balloons will be stationed at Langley field, Va., temporarily, and the other two will be kept at Kelly field, San Antonio, Texas. The war department has authorized the construction of balloon hangars at Langley and Kelly fields and work was begun on them March 3.

—Army and Navy Journal.

OMAHA OFFICERS ARE INTERESTED IN WORK DOWN IN PENSACOLA

Letter Is Received From Lt. R. H. Finley, Formerly of This Post.

Lts. Finley and Faulk Are Enjoying Dirigible Instruction.

The following interesting letter has been received from Lt. Robert H. Finley, who, with Lt. T. E. Faulk, is taking a course in dirigible instruction at Pensacola, Fla. Both officers were formerly stationed at Fort Omaha.

Fort Barrancas, Fla.

My Dear Major O'Brien:

It has been just a month since we left Fort Omaha, and we have certainly seen a great deal of interest, and have had some fine experiences in that time. At Akron we were comfortably located at the University club, and spent practically all of the day at the Goodyear factory, tracing the manufacture of the balloon and dirigible fabric from the raw rubber to the finished airship. We visited the Firestone factory also; they had just finished the most complete fabric and assembly plant in the country, when the armistice was signed. They had spent \$6,000 for cutting tables alone—just big, plain specially made tables, on which to cut and assemble the fabric. It nearly broke their hearts to quit I guess.

At Wingfoot Lake, about fifteen miles out from the Goodyear factory, we saw a hangar that must be about three times as large as that at Fort Omaha, and they were just doubling the size of it—for some of the new ships are going to be whoppers, I guess. Had a very pleasant free balloon trip out of Akron; went north nearly to Cleveland about forty miles; country is rolling, with many beautiful homes and country estates. Saw the F-1 leave the field for Rockaway; this ship has a single Hispano-Suiza motor and is fairly reliable; however, it was wrecked about half way on the journey—due to motor trouble and forced landing. The new ships will have twin motors and will be larger, and even more speedy and manageable than the old. However, the whole proposition is young yet, the C-1, which made a noteworthy trip from Rockaway to Key West, was wrecked at Key West about a week ago. Captain Ayling and Major Moranville are at Key West for training and will probably be held up for some time. The A-254—the only ship that was

(Continued on Page 5.)

Seven Officers Are Transferred

In compliance with instructions from the director of military aeronautics, dated March 7, 1919, and pursuant to authority contained in letter of War Department (A. G. 354.1 Off. Trng. Schools 1st-358), January 23, 1919, the following named officers are relieved from further duty at this post and will proceed to the camp set opposite each name, so as to arrive not later than April 1, 1919, reporting upon arrival to the Commandant for duty as student at the Officers' Training School at such place:

- Captain Raymond H. Harrell, Infantry, Camp Lee, Va.
- Captain Wriston C. Alexander, Cavalry, Fort Sam Houston, Tex.
- Captain Frank W. Goodale, Cavalry, Fort Sam Houston, Tex.
- 2nd Lieutenant Andrew Ross Harris, Coast Artillery, Fort Monroe, Va.
- 2nd Lieutenant William Rufus Toston, Cavalry, Fort Sam Houston, Tex.
- 2nd Lieutenant Gorman B. Howell, Cavalry, Fort Sam Houston, Tex.
- 2nd Lieutenant Edward H. Dezen-dorf, Cavalry, Fort Sam Houston, Tex.

STUDYING DIRIGIBLES



Lieutenant Robert H. Finley.

A letter describing dirigible work at Akron, O., and at Pensacola, Fla., has been received here from Lieutenant Finley, who is now in Florida with Lieutenant Ted Faulk. Both officers were formerly stationed at Fort Omaha.

Dirigible Across Atlantic in April

Spokane, Wash.—Albert J. Perry, a naval aviator, announced here that he has been ordered to report shortly at Cape May, N. J., to act as chief engineer of a dirigible balloon with which it is planned to attempt a trip across the Atlantic ocean under government direction. He is here on a brief furlough.

Perry said the start would be made from Newfoundland some time next month with the destination Queenstown. Endurance tests have demonstrated the practicability of the trans-Atlantic voyage. Perry said.

Members of 61st Are Now Located at Langley Field

On February 28, Lieutenant Orvel A. Anderson, in command of the Sixty-first balloon company, consisting of 130 men, and Lieutenants James A. Callan and James C. Cluck, accompanied by two medical corps men, left this station bound for Langley Field Va., to receive and handle dirigible's paraphernalia and balloons, and furnish nucleus for a permanent army dirigible station. Langley field was formerly a naval air training station and has many advantages of location and climate for this character of training. Langley is situated a few miles from Hampton, Va., and across Hampton Roads lies Fort Monroe and Newport News. The work at Langley field will be exceedingly interesting and the members of this company are fortunate in having drawn such a pleasant assignment. Hampton Roads is the rendezvous for many of the war vessels of the Atlantic fleet and the crews of the army dirigible will have been competition from their brothers of the navy. Recently a dirigible made a trip from New York to Florida, some 1,100 miles in about forty hours. Dirigible work is a vast new field which has unlimited possibilities for men who are mechanically inclined and who love the excitement of air travel. The use of the new noninflammable gas will take away from air cruising many of its dangers.

COLONEL HERSEY BACK; SAW OMAHANS OVERSEA

Washington, D. C.—Colonel Hersey, formerly head of the Fort Omaha balloon school, is back from his trip across where the war was waged. He found Omahans in every branch of the balloon work, and was much elated to find the observers particularly drawing high commendation from their commanders for their splendid and high quality of work.

OPERATION OF THE ALLIED BALLOONS AT SAINT MIHIEL

Organization, Mission and Casualties and Losses Outlined.

INTERESTING RESUME OF WORK IN FAMOUS SECTOR

Commander of First Army Balloons Submits a Detailed Report.

Twenty-one allied balloons took part in the offensive in the St. Mihiel sector, from September 12 to September 16, 1918. Fifteen of these balloons were American; six were French.

The assignment and geographical distribution of these balloons, at the beginning of the offensive, were as follows:

- 2d Balloon Co., First Army Corps (Corps Art.), Griscourt.
- 1st Balloon Co., First Army Corps, Domevre-en-Haye.
- 5th Balloon Co., First Army Corps, Dielouard.
- 42d Balloon Co., First Army Corps, Ville-au-Val.
- 3d Balloon Co., Fourth Army Corps, Hamonville.
- 9th Balloon Co., Fourth Army Corps, Raulecourt.
- 43d Balloon Co., Fourth Army Corps, Ansaerville.
- 69th Balloon Co., Fourth Army Corps (Corps Art.), Neuf Etang-de-Mandres.
- 7th Balloon Co., Fifth Army Corps (Corps Art.), Fort Genicourt.
- 6th Balloon Co., Fifth Army Corps, Villers-sur-Meuse.
- 8th Balloon Co., Fifth Army Corps, Dieue-sur-Meuse.
- 12th Balloon Co., Fifth Army Corps, Sommedieue.
- 52d Balloon Co., (French) Second Colonial Corps, Boncourt.
- 53d Balloon Co., (French), Second Colonial Corps, Vignot, (in reserve.)
- 20th Balloon Co., (French), Second Colonial Corps, Thillombois.
- 10th Balloon Co., Army Artillery, Ansaerville.
- 11th Balloon Co., Army Artillery, Gezoncourt.
- 16th Balloon Co., Army Artillery, Toul (in reserve.)
- 39th Balloon Co., (French), Army Artillery, Minerville.
- 41st Balloon Co., (French), Army Artillery, Gironville.
- 93d Balloon Co., (French), Army Artillery, Genicourt.

The approximate positions of these balloons, at the end of the offensive, were as follows:

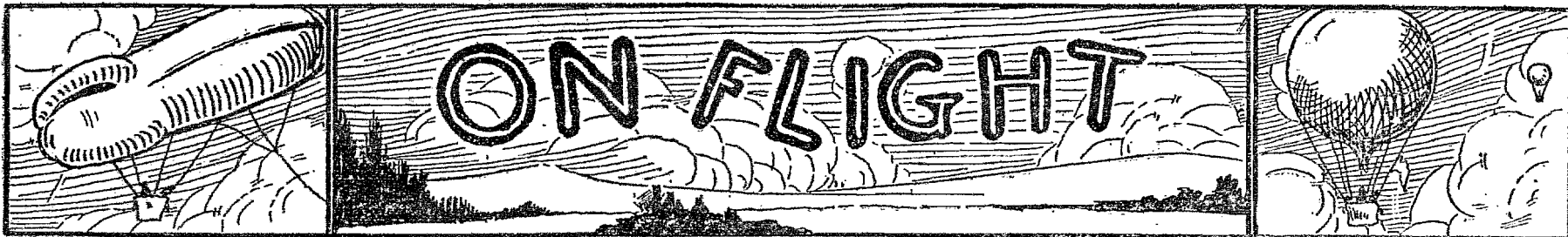
- 2d Balloon Co., Faye-en-Haye.
- 1st Balloon Co., Boise-de-la-Haut.
- 5th Balloon Co., Jezainville.
- 42d Balloon Co., Ville-au-Val.
- 3d Balloon Co., Maizerais.
- 9th Balloon Co., Lamarche.
- 43d Balloon Co., Bois-de-Ewesin.
- 69th Balloon Co., St. Baussant.
- 7th Balloon Co., Sommedieue.
- 6th Balloon Co., Dommartin.
- 8th Balloon Co., Les Eparges.
- 12th Balloon Co., Mesnil-sous-des-Cotes.

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Fort Omaha Is Permanent Post

Acting Secretary of War Crowell, in a statement to members of the press, assured them that the government would soon have sixteen flying fields and four balloon fields. Those which are now leased by the government will be purchased outright, he said, so that the war department would have the fields and their equipment ready as soon as a policy of expansion warranted their use. The balloon fields will be located at Lee Hall, Va.; Omaha, Neb.; Arcadia, Cal., and Kelly Field, Tex.

—Army and Navy Journal



NARROW ESCAPE FOR FREE BALLOON PARTY

Bag Parachutes and Drags
Basket to the Brink of
the River.

Landing Effected Thirty
Feet From Edge of a
High Bank.

By 2d Lt. C. LeRoy Meisinger.
The aeroplanist says that no two journeys in the air are precisely alike; but the statement is far more nearly true when uttered by a free balloonist. For even though the trip in the air may be lacking in new sensations, one may be certain that the last thirty seconds of the journey will present some new problems that may never have been dreamed of fifteen seconds before. Thus each landing affords even the experienced balloonist a certain thrill in the opportunity for quick and accurate thinking.

Had it not been snowing quite heavily and had not the sky been heavily overcast, the ascension of balloon No. 20 on March 6, would not have differed from any other ascension made from Fort Omaha. But the balloon rose slowly into the snow filled air, and the balloon house, with its yawning mouth slipped away into a gray oblivion. Only the ground immediately below was seen distinctly. The wind was blowing gently from the southeast. Indeed, the wind was so gentle that it was fully five minutes before we were looking down into Forest Lawn cemetery, only three kilometers from the fort. As the cemetery drifted below, there were the usual humorous remarks about the ropes breaking or the bottom fall-



Start of Balloon Which
Nearly Fell in River.

ing out of the basket, and one second lieutenant, with a certain irony, amused himself by hunting out the potter's field.

It was not long before the cemetery was out of sight and we were engulfed in great fluffy white clouds from which the snow was falling. We caught some of the perfect crystals on our furry gloves. Quite as was expected under such conditions, the temperature rose as we ascended into the clouds. The sun was faintly shining through the mist, which was not thin enough for us to see the blue of the sky. Here the wind carried us almost due north, and the temperature was about eight fahrenheit degrees higher than on the ground. We were now at about 375 meters and sailing along quite briskly.

Strange as it may seem, very little attention was paid the country, save as was necessary in identifying villages and railroads. Perhaps it was because the air below was so snowy that the landscape appeared dull,—at any rate the rubbery smell of the gas issuing from the appendix, the wheeze of the gas as it rushed out when the valve was opened, and the "plop" when it was closed, were of far greater interest to the party. And it was not until near landing time that a keen interest was taken in the country side.

We passed the village of Calhoun on our right, and, crossing the railroad, passed DeSoto on our left. From this point, the curve in the

Missouri river northeast of De Soto was plainly seen. Passing over the river into Iowa, we continued in a northerly direction until the Blair railroad bridge could be made out through the foggy air. Since the allotted hour for the journey was almost expired, every eye was searching for a suitable landing place. There was none on the Iowa side, but there were several inviting fields on the Nebraska bank. Consequently, we dropped down into the lower wind and were carried carried back across the river.

"Did you break loose?" a man called up from somewhere in the trees below.

"No, we're only out for our for our health," answered one of the party.

A dog barked, and some chickens began to cackle as we passed over a farm house. Discerning a farmer standing in the yard, one of the party called to him: "Will you haul us into Blair?" But the farmer knew that it was customary for balloonists to ask where they are, and he had anticipated that question. Consequently, in answer to our inquiry, if he would haul us into Blair, he replied in somewhat nervous tones: "Thirty miles north of Omaha."

"Yes, but will you haul us into Blair?"

"Blair, Neb.," he replied, still failing to comprehend. Finally it dawned upon him, and, gathering the import of our question he called, "Yes, I'll haul you in."

The pilot had selected a field in which to land, which proved to be a cornfield and full of stubble. Since this would be undesirable, we trailed on causing great havoc among the dried cornstalks with our drag rope, and with the anchor which descended in a frenzy to keep it company. When quite near the ground the pilot ripped the balloon. And had not a gust of wind happened along just at that time, the landing would have been quite commonplace, the basket would have been right side up, and each man would have been standing on his own feet. But the gust came just in time to parachute the partially deflated balloon in the netting. This turned the basket on its side and the whole affair started pell mell across the field, raising a cloud of dust only rivalled by the anchor which followed at some distance. While it may be confessed that things were somewhat awry in the basket, the entire party stayed with the ship. In fact there was little else to do. But it is true that certain moccasined feet were in juxtaposition with, certain none too well protected ribs, and that the pilot emerged from the fray with a slight cut above his right eye. Even the sandbags evinced a tendency to shift for themselves.

But all this might have been in fun so far as dame nature was concerned, had the field been indefinite in extent. But it was not. It was terminated by a sharp, sudden, and precipitous bank about ten feet deep, at the bottom of which lay the soft spongy icy bosom of the Missouri. And it was toward this sharp, sudden and precipitous bank that the jocular gust of wind was carrying us. As stories must always end, the basket stopped its rollicking course about thirty feet from the river's brink, but this was near enough that the great bag toppled over the bank so that the valve in the top of the balloon fell out on the ice. As the somewhat jumbled occupants crawled out of the basket, some ice cutters came running up.

"It's a good thing you didn't fall in, boys," they said. "She's 300 feet deep there."

No doubt, it was a good thing, for had the basket reached the river bank, travelling on its side, as it did, everyone would have been precipitated head foremost into the river with their descent aided by divers and sundry bags of sand. And perhaps there would have been no more than a deflated balloon, an empty basket, a hole in the ice, and perhaps five bubbles to mark the spot.

With the aid of the men, the balloon and basket were packed. The farmer came with his wagon, and we were hauled into Blair. We had been seventy-five minutes in the air and had travelled about twenty-eight miles. This reminds us of what Benjamin Franklin once said

concerning a balloon ascension: "I am relieved from my anxiety by hearing that the adventurers descended well * * * that they had perfect command of the carriage, descending as they pleased by letting some of the inflammable air escape * * * Had the wind blown fresh, they might have gone much farther."

ARMY FREE BALLOON MAKES RECORD TRIP

Big Bag Travels More Than
a Mile a Minute to
Ida Grove, Ia.

Several Good Iowa Fences
Demolished During a
Wild Landing.

By Second Lieutenant F. T. Davis.
Riding at an average speed of over sixty miles an hour, a 35,000 cubic feet balloon, piloted by Lieutenant Ralph Reynolds, and carrying as passengers Lieutenant Frank T. Davis, Lieutenant Frank Denen, Lieutenant Paul Vollmer and Sergeant 1st Class Maurice Berthaume, flew from Fort Omaha, Neb., to Ida Grove, Ia., a distance of 113 miles. The balloon was in the air just 104 minutes.

The flight was an interesting one and the performance somewhat in the nature of a record, as it is only on very rare occasions that a balloonist has the advantage of a mile a minute wind that is not part of a severe storm, such as would make flying impossible. The balloon landed about three and one-half miles northeast of Ida Grove, with the ground current of forty-five to fifty miles velocity, and although somewhat shaken up, the passengers escaped injury and are very much enthused over the experience.

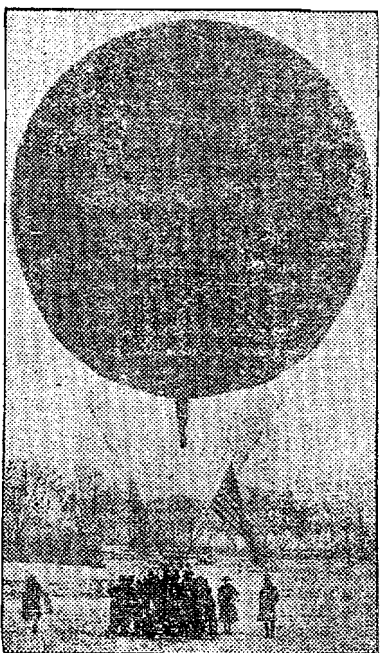
One of the officers had this to say, regarding the flight. "It was one of the most enjoyable flights of my short career as a balloonist, and while the old veterans at the game may have had trips that furnished just as much fun and excitement, none ever experienced more perfect weather conditions or a more perfect getaway than we. The day was ideal, with a bright sun, few clouds and the air just cool enough to make the blood tingle. We entered the basket and were towed to North field, where after careful inspection by the pilot, we weighed off, leaving the ground at 8:42 a. m. We ascended rapidly until an altitude of 700 feet was reached and started in a northeast direction at considerable speed.

"Upon reaching the Missouri river we picked up a new current that carried us north with the river. We followed the Missouri and its winding bed for a distance of perhaps half a mile and as the water has a bad effect on the lifting powers of the gas, Pilot Lieutenant Reynolds threw ballast, and we ascended 1,200 feet, again picking up the northeast current and our speed increased with each foot of altitude.

"The earth was very beautiful as it lay bathed in the early morning sunlight, and at the speed at which

we were traveling, resembled a great animated map that was being unfolded before us by some mighty unseen hand. A smudge of white smoke in the distant horizon quickly developed into a steam engine drawing a long string of cars. Villages and towns, a mere blur at first sight took shape with each passing second and soon passed beneath and beyond us, leaving the shouts of their occupants and the startled cries of cattle and poultry ringing in our ears. The rapidity with which things came and went first drew our attention to the fact that we were moving with exceptional speed and by computing with map reference we discovered that we were doing better than a mile a minute.

"Our line of flight was such, that it did not promise to carry us any way near a town of any size at all and we dropped several sheets of speed paper which informed us that a strong north current was



Start of Record Trip.

moving several hundred feet below us. Valving down and picking up this new current, we were pleased to learn that it would probably carry us within a mile due east of Ida Grove. As we neared the town, we descended to a height of about 300 feet, only to find that there was no possible landing fields about. We checked our descent and rode past the town for a distance of about three miles, finally picking out a series of wheat fields in which to land. We started a gradual descent, and our trail ropes became entangled with a telegraph line, which checked our flight for a fraction of a second, but our momentum was such, that something had to break. The telegraph wires did, and we continued northward and earthward, dragging several sections of the line with us.

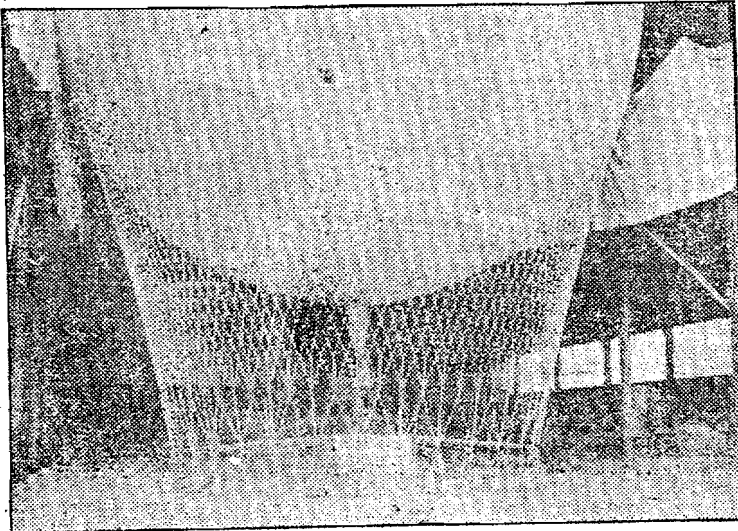
"As our anchor rope touched the ground we threw the anchor and in view of the excellent landing fields available, decided to chance the strong winds and to attempt to land without ripping, in order to allow Lieutenant Denen to get away on his solo flight. The anchor bounded along the ground but did not slow our flight until it lodged in a barbed wire fence. One fence more or less means nothing

in the life of a balloon moving fifty miles per hour and outside of a mighty jerk as the anchor rope became caught, the fence gave way. There was nothing to it. Steadily descending, we barely cleared another fence and landed with an awful bump in the wheat field, only to bounce about seventy-five feet into the air, and start earthward again. Pilot Reynolds hung on to the valve rope and we crashed to the ground again, but bounded away from it in time to clear another fence. A third time we hit the ground, this time so near a fence as to be unable to get away from it. Lieutenant Reynolds cautioned "Everybody down in the basket" and we slammed into the wires, breaking them like so many cords and continued our mad dash across the fields. Steady valving had taken away considerable of the balloon's "lift," and as we went bouncing along the basket was at no time high enough from the ground to clear the fences. In consequence, we hit the next fence and although we sank into it and bent it back several feet, it held and we thought the flight was over. However the bag was blowing and swaying above us and the wind shifted, pulling us out from the barbed wire entanglements and starting us madly toward another fence. The point of impact on the next fence happened to be squarely in a corner that was reinforced with four by four lumber. We slammed into the corner hard enough to break one of the stout supports, but we lodged firmly and in such a position as to make a solo getaway impossible as Lieutenant Reynolds ripped and our flight was over.

A rather amusing incident occurred at this point in the flight. During our "fence busting" experiences, we were all crouched low in the basket, and to all outward appearances the basket was empty. A typical old farmer and his son, who were at work in the fields were very much startled to see the huge gas bag and an apparently empty basket come tearing and bounding along the ground toward them, saw it slam into a fence, hang there for a second, back away from it, go rushing madly toward another fence, and lodge itself firmly in the corner. Then they saw the huge bag fall over to the ground as it was deflated by the rip. They stood open-mouthed in astonishment for several seconds and no sign of life appearing about the balloon, they started toward it. All this time we were lying in the bottom of the basket shaking with laughter and fully enjoying the experience now that the danger was over and no particular hurry to get out. Slowly we disengaged ourselves from the pile in the basket and one at a time, stood up. I was first to get out and walked toward the farmer and his son. They had stopped and were staring in wild-eyed amazement at the basket and I glanced around in time to see Lieutenant Reynolds stand up and clamber out, followed at regular intervals of about thirty seconds by Lieutenants Denen, Vollmer and Sergeant Berthaume. When the sergeant appeared, the old man could keep quiet no longer and turning to the boy he said in a voice that implied that he fully expected men to keep climbing out of the basket indefinitely, "By Heck, that got darn box is full of them." His astonishment was so genuine and his remark so timely, that we all had a good laugh over it.

But the life of a balloonist is not all laughter, excitement and fun. We spent a busy hour packing the balloon and its equipment and then another hour and a half bumping along four miles of road on an old springless wagon en route to Ida Grove. We arrived at Ida Grove at 1 p. m. and had a very fine dinner at the Baxter hotel. We left Ida Grove at 2:15 p. m. and arrived at the Onawa junction point at 3:30, where he had to lay over until 9:05 for an Omaha train. Now five hours is a handy thing to have at your disposal, sometimes, but not in Onawa, Ia. Personally, if placed in the same predicament again, I think I'll get a room at "the" hotel and go to bed for just exactly four hours and fifty-five minutes of it.

The boys arrived in Omaha at 11:30 p. m. Monday.



Balloon Which Broke Record.

ROUGH LANDING OF BAG AT DAVID CITY

Commanding Officer Is a
Passenger on a Rather
Exciting Trip.

By 2nd Lieut. Albert F. Hebbard.
A most interesting trip in a free balloon was made to David City, Neb., on the twenty-seventh day of February, 1919. The direction of the wind was west and of a sufficient velocity to insure a long voyage. The temperature of the air was 13 degrees Fahrenheit on the ground, and although the sun was not in evidence it was far from being what might be termed a disagreeable day.

The fortunate participants in this particular trip were:

Pilot, Second Lieut. Ralph A. Reynolds, M. A., S. C.

Passengers, Lieut. Colonel Jacob W. S. Wuest, J. M. A., A. S. M. A.

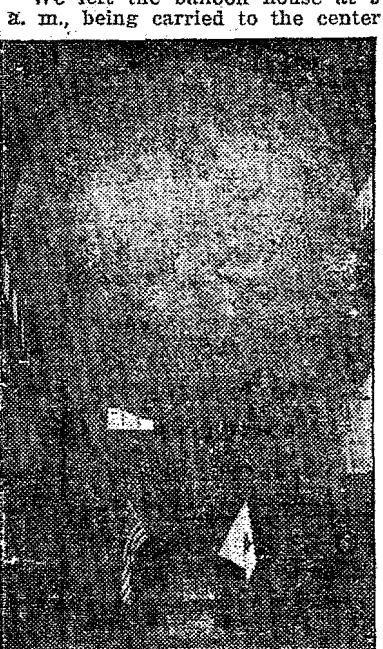
First Lieut. Richard E. Thompson, A. S., M. A.

Second Lieut. Stewart R. Kirkpatrick, A. S., M. A.

Second Lieut. Albert F. Hebbard, A. S., A.

Sergeant Leslie R. Leake, 59th Balloon company.

We left the balloon house at 9 a. m., being carried to the center



Balloon Fully Inflated.

of the north field, where the pilot, Lieut. Reynolds, took a few minutes to look everything over carefully in order to assure himself that nothing had been neglected. At exactly five minutes past 9 o'clock, we left the ground. The balloon ascended rapidly, going in a westerly direction and in ten minutes we had attained an altitude of 1,300 feet, and were five miles due west of Fort Omaha. At 9:30 o'clock, or just fifteen minutes later, the balloon was seven and one-half miles west of East Irvington, traveling at a fair rate of speed at an altitude of 1,175 feet. The temperature taken at this time was 14 degrees Fahrenheit.

In due time, or at 9:45 to be exact, the Elkhorn river was crossed, and ten minutes later, we were passing over the Platte river at an altitude of 1,100 feet. Five minutes later, at 9:50 o'clock, we passed over the village of Yutan, and due probably to a sudden contraction of the gas, caused by crossing the Platte river, we found that the balloon was descending quite rapidly and that our altitude was only 350 feet.

Lieutenant Reynolds threw out a small amount of ballast and we continued to rise until an altitude of 1,500 feet was reached at 10:25, at which time, we were four miles northeast of Wahoo, Neb., and traveling west, northwest. At this point the pilot decided to valve in order to secure our descent, and a valve landing was attempted in the vicinity of Wahoo, as it was planned to give Lieutenant Thompson an opportunity to leave the basket and for the remainder of the party to continue on another voyage.

Lieutenant Reynolds continued to valve until the descent of the balloon was quite perceptible. As we drew closer to terra firma, every one in the basket realized that a strong ground wind was blowing, and anticipated a rather rough landing. Indeed, anticipation was turned quickly to realization upon the first contact between the ground and basket, for it was, to use an ordinary expression, "some jolt." The anchor simply refused to hold, and followed us, sometimes catching on a piece of frozen earth for an instant and then suddenly letting go, at which the balloon would surge forward and the an-

chor would bound high into the air. We were traveling at a rate of speed, which safely could be estimated at fifty-five miles an hour, sometimes stopping for an instant either when the anchor held on the frozen ground, or when it came into contact with a barbed wire fence.

It was during one of these brief stops that Lieutenant Thompson managed to climb out of the basket and land safely on the ground, whereupon in accordance with a pre-arranged plan, I threw his shoes out after him and yelled, "Look out for the anchor, Tommy!" This, however, was an idle precaution, for Lieutenant Thompson had lost no time in getting out of the way. When this had been accomplished the attention of all concerned was arrested by a large clump of trees which loomed up directly in front of us. At this time, it might be interesting to note, that through the medium of the anchor, we were dragging several hundred feet of barbed wire along with us, to which was attached several good sized fence posts. The balloon refused to rise above the trees, even though all of us were busily engaged in throwing ballast. The result was, that we crashed through the trees while at the same time the anchor picked up another fence. After we managed to free ourselves from this grove of trees, we continued along over the ground at a rapid rate of speed with apparently little hope of rising. It seemed incredible to us that with one passenger gone in addition to ten sacks of sand, we should stay on the ground. But it soon became evident that the prevailing ground wind which had not lessened in velocity, had a tendency to bear down on the balloon, thereby overcoming the lift of the gas temporarily. At this point we crashed into another barbed wire fence which gave way before the force of the blow like so much paper. One of the strands of wire in this fence, however, cut through a corner of the basket in which Lieutenant Kirkpatrick was standing, and in doing so, nearly severed completely, two of the basket suspension ropes. Directly in our path, and but a short distance away, was a road on the near side of which was a line of very large trees and on the other side a house and some telegraph poles, carrying possibly six or eight lines. The balloon had just started to feel the effect of the enormous amount of ballast which had been thrown over and was possibly fifteen feet from the ground when we hit the second line of trees. However, we were just high enough in the air to prevent the bag itself from being punctured and managed to emerge from the trees with the netting intact but with several branches suspended from the rigging. In going through the first clump of trees, we lost one of the anchor prongs but the other three were all that were required to pull down the telegraph wires which the basket had barely missed.

After making a careful survey of

BALLOON FLIGHT TO POINT NEAR MALVERN

Slow Voyage Consumes an
Hour and Thirty-Five
Minutes.

By Second Lt. Rupert Robertson,
A. S. A.

A 35,000 cubic foot spherical balloon piloted by Captain F. W. Goodale, carrying as passengers Second Lieutenant Frank T. Davis, Glenn M. Still, Rupert Robertson, Paul J. Vollmer and Corporal Heinz

the situation, the members of the party decided that the damage wrought to the balloon, was not of a sufficiently serious nature to postpone the second trip. It was 10:35 when we left the ground and in twenty-three minutes we had attained an altitude of 1,850 feet, traveling in a west, southwesterly direction, ten miles southwest of Wahoo.

Continuing to rise, in ten minutes more, we found ourselves enveloped in a heavy fog at an altitude of 1,950 feet. We reached our maximum altitude at 11:15, when the aneroid indicated that we were 2,500 feet in the air. At this time we were still in the fog, with a temperature of 23 degrees Fahrenheit.

It was twenty minutes later that we again saw the earth from an altitude of 2,100 feet. The temperature in the meantime dropped to 15 degrees above. Immediately upon coming within sight of the ground, we endeavored to locate ourselves, and at 11:43, at an altitude of 1,300 feet, we reckoned that we were six miles north of David City. At this point, Lieutenant Reynolds began to valve for a descent and at 12 o'clock noon, we landed one-half mile west of David City on the Union Pacific right of way. But not, however, until after we had gone through another barbed wire fence. Just to make things interesting, about the time we struck the fence, the pilot began to rip and the basket landed on its side close to the railroad track, with the envelope draped over a telegraph wire.

It did not take long for a large number of the male population of David City to come to our assistance and in a comparatively short time, the balloon was rolled up and we were on our way into the town on a Dodge truck. Upon arriving at the station, tickets were purchased, the balloon and basket made ready for shipment and during the short time which elapsed before the arrival of the train, our commanding officer invited all the members of the party to lunch with him. It was quite apparent that everyone was exceedingly hungry, for I do not remember of anyone having to be asked a second time.

J. Freitag, left Fort Omaha Monday morning at 8:30 a. m., March 10, 1919, and landed two miles north-east of Malvern, Ia., at 10:05 a. m. the same day.

The balloon left the ground at 8:32 a. m. A slight breeze carried it in a south and southeast direction until it had crossed the Missouri river when it went off directly to the southeast. We reached an altitude of about 1,200 feet in twenty minutes and at that time passed over the river half way between Council Bluffs and Omaha. Our greatest height was made at 9:02 when the barograph registered 2,400 feet. We rode along smoothly at this height and at about five miles an hour during most of the voyage.

When we reached a height of 500 feet, Lieutenant Still dropped the long trail or drag rope. This rope is 250 feet long and weighs almost seventy-five pounds. By looking at the lower end of this rope and noting which way it points, you can tell in what direction the balloon is going. There was no vibration in the basket and the crew became settled and unafraid. Captain Goodale explained the different instruments, pulled the valve line so as to accustom us to the sound of escaping gas, dumped some sand so as to show us how releasing ballast effected the lift, and threw out some pieces of paper so as to tell whether the craft was ascending or descending. If the paper goes up the balloon is descending, but if the paper goes down, it is ascending. The barograph registers the trip or oscillations. We did not have much of the latter because the balloon found its equilibrium quickly. This was attributed to the skill of our pilot.

The air became suddenly cool. This was caused by a current of air coming from the ground while the sun was not shining brightly. This cold caused the gas to contract and the lower portion of the balloon became wrinkled like an old elephant's skin. The cause of this was due to the contracted gas rising in the bag, thereby creating a suction through the appendix. Pretty soon the sun came out again and the reflection of the heat from the ground together with that directly on the envelope caused her to expand and the pilot valved to let some of the gas out.

The day was ideal and the visibility was excellent except for the smoke from Omaha which lay out over the east and northern part of the city. Fort Crook could be seen easily, and the whole of Omaha was in view. The world is a beautiful sight as seen from a balloon because all the defects seem to blend together into lines, curves and roll-

ing hills and valleys. The farms of Iowa are wonderful to behold. The farmers live in pretty homes and it is no wonder, taking all things in consideration, that this state is considered the richest in the union. Some of us talked to people on the ground, asking them how far it was to the next town, etc. The chickens flew to cover, thinking we were some bird of prey about to swoop down upon them, and the dog ran out to bark at our approach, only to find that we had no intention of coming to see his master, although a good dinner at some fine country home would not be refused by a hungry bunch of army officers.

As we came near Malvern, Ia., our pilot picked an open field to land in, so as to give Lieutenant Vollmer a good place to get away on his solo flight. When about a quarter mile from this field, Captain Goodale grabbed the valve rope, told Lieutenant Davis to get ready to drop the anchor when he told him to, and for Lieutenant Vollmer to have a bag of sand ready in case we should make a heavy landing. The trail rope touched the ground and we kept coming down faster, the anchor rope touched, the captain gave the "anchor drop" signal, but still we came down faster, but when the basket came within about three feet of the ground, practically the weight of the anchor and trail rope was on the ground, relieving the basket of that much ballast, the balloon reached another equilibrium and we skimmed along above the ground for at least fifty yards, and then landed without a single bump or jar.

One at a time we got out and shovelled his weight in dirt into bags, so as to replace that much ballast. When this was completed the pilot discovered that the valve line had been tied too short and the result was that the balloon in straightening out on account of losing so much gas, had held the valve open and practically all the gas escaped. We were all disappointed and felt sorry for our fellow officer because this would have qualified Vollmer as a free balloon pilot, and he is being transferred to Akron, O., Saturday.

The balloon was packed up, and hauled into Malvern by a farmer. We ate dinner at the hotel and caught a train into Omaha at 2:15 p. m.

Father's Condition

Discharged Lieutenant—Father, I can't wear the shoes I did before joining the army.

Father—Just so the same old hat fits you, my son!—Judge.

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at home or abroad.

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Omaha, Nebraska.

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You may be needed yet to keep the Hun on the
Other Side of the Rhine

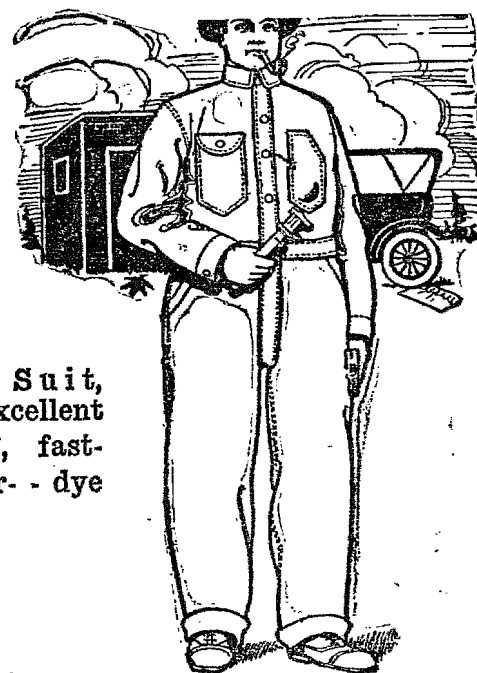
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OMAHA, NEBRASKA

ORGANIZATION NEWS

QUARTERMASTER CORPS.

Private First Class Harry H. Eastman (906026), quartermaster corps, is transferred to the motor transport corps.

Private First Class Jewell B. Brockett, quartermaster corps, is relieved from further duty at this post, is transferred in his present grade, and will proceed to Camp Grant, Ill., reporting upon arrival to the commanding officer of that post for discharge.

Private Earl Kellogg, quartermaster corps, is relieved from further duty at this post, is transferred in his present grade, and will proceed to Camp Custer, Mich., reporting upon arrival to the commanding officer of that post for discharge.

Corporal Norman F. Canby, quartermaster corps, is relieved from further duty at this post, is transferred in his present grade, and will proceed to the Presidio of San Francisco, Cal., reporting upon arrival to the commanding officer of that post for discharge.

MEDICAL DEPARTMENT.

The following enlisted men, medical department, are relieved from duty with the Sixtieth balloon company, and will report to the surgeon at Fort Omaha for duty: Sergeant William T. Pester, Private First Class Paul J. Peterson.

Private First Class Emil A. Buehler, medical department, is relieved from duty with the Fiftieth Balloon company, and will report to post hospital for duty.

Sergeant William T. Pester, medical department, is attached to the Fifty-ninth balloon company for temporary duty, and will proceed with that organization to Akron, O. Upon completion of this duty he will return to his proper station, Fort Omaha, Neb.

47TH BALLOON COMPANY.

Sergeant 1st Class Elmer L. Knapp, Air Service, having reported at this Post from Air Service Depot, Garden City, L. I., N. Y., is hereby assigned, in grade, to the 47th Balloon Company, and will report to the Commanding Officer of that organization for duty.

50TH BALLOON COMPANY.

The following named enlisted men, Air Service, 50th Balloon Company, are hereby promoted to the grades indicated below to fill existing vacancies:

To grade of Cook:

Private 1cl. William S. Crawley.

Private 1cl. Fred H. Doble.

To grade of Corporal:

Private 1cl. William J. Curley.

Cook Hans H. E. Hanson, Air Service, 50th Balloon Company, is, at his own request, reduced to the grade of Private.

Upon the recommendation of the Organization Commander, the following named enlisted men, Air Service, 50th Balloon Company, are reduced to the grade of private:

Cook William T. Hemphill.

Cook Floyd C. Hunter.

59TH BALLOON COMPANY.

Corporal Uzal G. Ent, air service, Fifty-ninth balloon company, is hereby relieved from special duty in the personnel office and will report to his company commander for duty.

The following named enlisted men, air service, Fifty-ninth balloon company, are hereby transferred in their present grades to the Forty-seventh balloon company and will report to the commanding officer of that organization for duty: Cook Conrad W. Schroeder, Private First Class Stockton and Private Herman Walter.

60TH BALLOON COMPANY.

The following named enlisted men, air service, Sixtieth balloon company, are hereby promoted to the grades indicated below, to fill existing vacancies: To grade of chauffeur first class, Chauffeur Elmer H. Johnson; to grade of chauffeur, Private First Class William T. Hughes, Private Edward F. Smylie, Private Cecil F. Mathews.

63D BALLOON COMPANY.

Private First Class Carl J. Atz, air service, Sixty-third balloon company, is hereby promoted to the grade of cook, to fill existing vacancy.

Corporal Guy Gambrell, air service, Sixty-third balloon company, is hereby transferred in his present grade to the Eighty-first balloon company and will report to the commanding officer of that organization for duty.

Private Earl F. Thomson, air service, Sixty-third balloon company, is hereby relieved from spe-

cial duty in the signal department and will report to his company commander for duty.

The following named enlisted men, air service, Sixty-third balloon company, now on detached service with United States army airship training and construction station, Akron, O., are hereby promoted to the grades indicated below, to date from March 1, 1919: To grade of sergeant, Corporal Nevin E. Snyder; to grade of corporal, Private First Class James O. Curtis.

74TH BALLOON COMPANY.

The following named enlisted men, air service, Seventy-fourth balloon company, are hereby promoted to the grades indicated below, to fill existing vacancies: To grade of corporal, Private First Class John T. Kitching; to grade of private first class, Private Harry C. Smith; to grade of chauffeur first class, Chauffeur Thomas A. King, Chauffeur Fred J. Michaelson; to grade of chauffeur, Privates First Class Clark L. Brown, Daniel N. Engle; Privates Harvey Oyler, John F. Spohn, Charles E. Wells, Adlie E. Powers, Leland B. Watkins, Albert Wendell; to grade of sergeant, Cook Tom Harpham; to grade of corporal, Privates First Class Carlton King, Harry J. Cate, Raymond G. Peterson; to grade of cook, Private First Class Oscar J. Sand, Private Charles Searing; to grade of private first class, Privates Oscar E. Shenorn, Leo W. Finn, Charles G. Milne, Walter A. Butzine.

81ST BALLOON COMPANY.

The following named enlisted men, air service, 81st Balloon company, are hereby transferred in their present grades to the 59th Balloon company, and will report to the commanding officer of that organization for duty:

Sgt. 1cl. Fred L. Christopher.

Pvt. 1cl. Barney J. Batton.

The following named enlisted men, air service, 81st Balloon company, are hereby promoted to the grades indicated below, to fill existing vacancies:

To grade of corporal: Private Edward V. Henckel.

To grade of private, 1cl. Privates James J. Scott, John C. Van DeWall, Arthur Zertler, Arthur J. Lindberg, Albert P. Leis, Wallace J. Davey, John L. Nichols.

Private Paul Wood, air service, 81st Balloon company, is hereby transferred to the 60th Balloon company, and will report to the commanding officer of that organization for duty.

FINE ARTS COLUMN.

By Merrill E. L. Hooen.

CO-OPERATION INVITED.

It having been decided by the board of officers in charge of the Gas Bag to retain this feature of the paper, members of all organizations in the city which promote the cause of fine arts are cordially invited to take part with us in helping to make this section of interest to the general public. It is a difficult proposition for one in the military service to keep in touch with all activities of this nature unless those who are in a responsible position lend their help. Assistance given in the past is gratefully acknowledged, and thanks rendered therefor.

Telephone 126 at Colfax 4600. Mail care Gas Bag, Fort Omaha. M. E. L. H.

LOCAL ARTISTS' RECITAL.

Mrs. E. R. Zabriskie gave an organ recital at the First Presbyterian church on Sunday afternoon, March 16. Mrs. Zabriskie has been giving a series of organ recitals at the church, and is widely known.

Appearing at the same recital were Mrs. Jensen of Council Bluffs, violinist, and Mrs. Louise Jansen Wylie, soprano.

No admission was charged. A collection was taken, however, to benefit the Red Cross fund.

FINE ARTS LECTURE.

The Omaha Society of Fine Arts is being well favored this season in securing so many well informed speakers upon topics of world consideration. Prof. Charles Upson Clark spoke before the Fine Arts society Friday afternoon, March 14, at the Fontenelle ball room, on "Italy's Part."

Prof. Clark has come to this country with the sanction of the Italian government to tell of the part Italy has played in the world war. His lecture was supplemented with motion picture views.

SOCIETY.

Miss Madeline Kendall.

Associate "Jinx" Number With Club

There is a strange coincidence concerning the Officers' club at Fort Crook and the number thirteen.

The house number of the club is 13. It was partially destroyed by fire on June 13. The authority for repairs was given on December 13 and the item number of the appropriation was thirteen.

Because of all this the committee, of which Lieutenant W. R. Toston was chairman, decided to give their formal opening dance on Thursday, March 13.

In spite of the fact that the dance was given on the 13th, it was a success. A number of Omaha officers and their wives were the guests of the Fort Crook command, and enjoyed the dancing, delicious refreshments, and gracious hospitality.

The club house has been rebuilt and decorated and is now a wonderful addition to the post.

An Afternoon Tea.

On Friday March 21, Mrs. Roscoe Conklin will give an afternoon tea to the ladies of the post, and a few other friends. Among those present will be Mrs. Wuest, Mrs. Crawford, Mrs. O'Brien, Mrs. White, Mrs. Boettcher, Mrs. Wedemeyer, Mrs. Stevens, Mrs. Reynolds, Mrs. Marti, Mrs. Nelson, Mrs. Foster, Mrs. Clapp, Mrs. Frewer, Mrs. Slaughter, Mrs. Little and Mrs. Ed Geseman. Lieutenant and Mrs. Conklin have just moved into the post and were cordially welcomed by the members of the command.

PERSONAL ITEMS.

Second Lieutenant Don M. Clark, A. S., A. is assigned to the 74th Balloon company.

First Lieutenant John M. Riggs, M. C., is hereby detailed as recruiting officer at Fort Omaha, Nebraska.

Second Lieutenant George C. Macleod, A. S., M. A., is assigned for duty to the 50th Balloon company.

First Lieutenant John J. Lancer, M. C., is hereby detailed as recruiting officer, at sub-post Fort Crook, Nebraska.

Major Martin B. Dunbar, Q. M. C., is hereby appointed ordnance officer, vice Captain Howard White, P. S., relieved.

Second Lieutenant Rupert Robertson, A. S., A. is hereby detailed as officer-in-charge of the Hydrogen plant.

First Lieutenant Homer C. MacNeill, A. S., A. is hereby detailed as fire marshal, vice Captain Harold A. Wise, A. S. M. A., relieved.

Second Lieutenant Andrew R. Harris, A. S., A. is hereby relieved from duty with the 50th Balloon company, and is assigned to duty as assistant to Mr. W. D. Burton, Aeronautical mechanical engineer.

Second Lieutenant Hugo F. Froehlich, A. S., N. A. is relieved from duty with the 50th Balloon company and is assigned to the 60th Balloon company.

Second Lieutenant Gorman B. Howell, A. S., A. is relieved from duty with the 59th Balloon company and is attached to the 47th Balloon company.

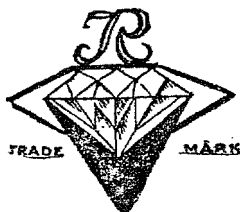
Second Lieutenant William E.

Rinehart-Steffens

Photographers

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They Cost No More Than the Other Kind.



Mr. Soldier Man!

Many of you are strangers in our community—we welcome you. Many will be with us during the coming Xmas holidays, which, in the light of victory, should be the merriest 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.

Connolly A. S., M. A. is detailed as supply officer and maintenance officer, vice Captain Raymond H. Harrell, A. S., M. A., hereby relieved.

First Lieutenant LeWallace W. Taylor, A. S., A., is relieved from further duty at this station and will proceed without delay to Akron, Ohio, reporting upon arrival to the commanding officer, Army Balloon and Airship detachment, for duty.

Captain Walter Ackerman, quartermaster corps, is relieved from duty at this post and will proceed without delay to Washington, D. C., where he will take station and report to the Chief of Construction division for duty as his assistant.

First Lieutenant John S. Sheets, Medical corps, is honorably discharged from the service of the United States, for the convenience of the government, his services being no longer required.

First Lieutenant Arthur I. Burgess, Air Service, Aeronautics, is honorably discharged from the service of the United States, for the convenience of the government, his service being no longer required.

Second Lieutenant Heman E. Babcock, Field artillery, is honorably discharged from the service of the United States, for the convenience of the government, his services being no longer required.

Lieutenant and Mrs. Harold M. Hine, Hartford, Conn., are parents of a baby boy, born Monday, March 10 according to word received by their Fort Omaha friends.

"TIME IN THE AIR" OF BALLOONS AT FORT IS TOTALED

(Continued From First Page.)

flying. Thirteen captive balloons were in the air at one time, but schedules for nine to twelve were the more frequent.

The balloon capacity of Florence field was estimated by the British foreign advisers at six balloons, and that of Fort Omaha north and south fields as two balloons. The high swirls which are prevalent in summer made flying interesting at 800 to 1,000 meters, for the swirls frequently went above that altitude moving the balloons around in circles and bringing them near each other. The vigilance of the maneuvering officers prevented any serious accidents, although balloons were brought too close together for complacency now and then. In order to reconcile the amount of instruction required with the number of balloons available it was necessary to fly "up to the minute," and calculations were made as to approaches of local thunderstorms, which often came up without much warning, and as to wind velocities which balloons with poor fins would bear. Lookouts were established at Florence Field, and more than once observers did their work without realizing that the regular lookout and three officers at different parts of the field were keeping close watch upon their balloons. On several occasions pilot and student were hauled down against their vigorous protests—and once or twice they were not hauled down, although making overtures looking toward that action. The motto followed in handling

the balloons was "In ballooning take precautions beforehand—not afterward." No serious accidents occurred in the air, and only one Cagnot balloon was destroyed on the ground. This was by an explosion in deflation at Florence Field May 2, 1918, when two enlisted men were killed. Two spherical balloons were destroyed by static ignition in the period from April, 1917, to January 1, 1919—one in the balloon house and the other after a landing near Nebraska City when Lieutenant F. A. Post was on a solo trip. The balloons which broke away were set free either through running the end of the cable into the winch or by parting of the rope rigging in high winds with one exception, when too small a detail in quite cold weather occasioned release of a balloon by letting go of the handling lines. Fins or rudders were blown off on a few occasions, but only once when passengers were in the basket, and then, although the basket looped the balloon several times, the men were brought down without injury.

Windy weather and the thunder-shower period caused a great deal of extra work for the balloon details. Early in the spring of 1918 the wind blew forty to fifty miles an hour on the ground most of the day on one memorable day, and then turned around and blew from a different direction from forty to seventy-two miles an hour during the night. This brought out all the flying officers and most of the men, for nearly all the balloons were in the open. Windbreaks were made with trucks and old groundcloths, and no balloon was lost. More than once a strong wind came up on short notice or a local thunderstorm was suddenly formed, making very quick work necessary to get the balloons out of the air and safely moored. The work of the meteorological section was found very valuable in sensing dangerous weather conditions.

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Brandeis Stores

The home of Hart Schaffner & Marx clothes

OPERATIONS OF THE ALLIED BALLOONS AT SAINT MIHIEL

(Continued From First Page.)

52d Balloon Co., (French), Creue.
53d Balloon Co., (French), Vignot (in reserve.)
20th Balloon Co., (French), Vigneulles.
10th Balloon Co., Bois-de-la-Sommard.
11th Balloon Co., Mamey.
16th Balloon Co., Toul (in reserve.)
39th Balloon Co., (French), Liroyville.
41st Balloon Co., (French), Non-sard.
93d Balloon Co., (French), St. Remy.

The study of the map reveals that the allied balloons, in this offensive, made an aggregate advance of 202 kilometers. This estimate is figured by direct line from original position. The actual road miles greatly exceeds the figure indicated.

Preliminary Reconnaissance.

The positions of advance and retreat were thoroughly reconnoitered before the attack began, in so far as proximity to the front permitted. Thirty-five positions—alternative, advance and retreat—were actually inspected on the ground. The territory beyond the front line was carefully studied by means of maps and photographs. Definite itineraries of advance were planned and the positions beyond the lines so determined that each balloon maintained, approximately, its place in the axis of its sector.

Supply.

Hydrogen was distributed to the companies from the gas depots at Chaudeney and Rattentout. Arrangements had been made with the commandant d'aerostation of VIII eme armee for an original supply of 1,500 tubes at Chaudeney and for a daily provision thereafter of 100 tubes per day.

Spare balloons, baskets, parachutes and accessories were available at the first air depot. No shortage in equipment was encountered.

Communication.

Telephone connection were established between headquarters commander army balloons and each corps balloon office; between each corps balloon office and each balloon assigned to the corps; between balloons and artillery groups and groupments; between balloons and corps or divisional intelligence offices.

Indicatives and wave lengths were designated by the army radio officer, so that each balloon could keep in touch by wireless with the artillery squadrons and with artillery groups and groupments.

Administration.

All air service units—American and French—were under the tactical direction of the Chief Air service, First Army. The French companies were attached for administrative control to the Eighth French army, Second French army or Second Colonial corps, depending upon the sector in which the company was operating.

Missions.

The weather during the first two days of the attack was rainy and stormy. Visibility was poor and strong wind made ascension perilous. The balloons, however, in practically every instance, were up at daybreak on the morning of the attack. One balloon in each corps was in ascension during the night preceding the attack and during each night while the attack continued. Surveillance was constantly maintained; movements of the troops were watched; fires and explosions were noted; enemy aeronautical service and artillery activity were observed.

The American balloons, on September 16, reported enemy shells falling 116 times; reported enemy balloons fifty times; reported enemy planes 119 times; reported circulation on roads 23 times; and spotted 35 enemy batteries. The total hours of ascension of American balloons on this date were 142 hours, thirty-three minutes.

Reports.

Reports were rendered by all balloons at frequent intervals. Written operations reports were submitted daily to the corps balloon office by balloons assigned to corps and to the army balloon office by balloons assigned to army artillery. Telephonic reports were rendered by balloons assigned to corps, at indeterminate intervals, to G-2 at divisional and army corps headquarters. Telephonic reports were made by the army artillery balloons to army artillery headquarters, to the A. I. S. and to G-2 of the corps in the sector in which the army balloon was functioning. The adjutant at each corps balloon office submitted a consolidated report daily

to G-2 and G-3 of the corps, and to the commander army balloons. The adjutant at each corps balloon office rendered a consolidated telephonic report daily to G-2 and G-3 of the corps, and to the commander army balloons. The adjutant at each corps office made miscellaneous reports written and telephonic, at varying periods, to G-2 and G-3 of the corps, and to commander army balloons. The assistant in the office of the commander army balloons prepared memoranda throughout each day for distribution to the chief of staff, information officer and operations officer at air service headquarters.

Divers reports on specialized matters were rendered to various authorities. Hostile aeronautics were reported by designated companies to contiguous D. C. A. antenna. Hostile balloons in ascension were reported by the Commander Army Balloons to the First Pursuit Group. Confirmation of enemy planes brought down by our aviators was given to the Squadrons, for the record of pilots concerned.

Regulation of Fire.

The weather during the first two days of the attack prohibited the regulation of artillery fire. The balloons on subsequent days, however, conducted important and successful adjustments. On September 16, the 2nd Company regulated 157 shots for batteries of 155's; on the same day, the 3rd Company adjusted 118 shots for batteries of 155's; on the same day, the 11th Company regulated 128 shots for batteries of 155's.

Casualties and Losses.

The casualties and losses during the offensive may be summarized as follows:

Sept. 12.—Balloon No. 10.—Balloon was driven into the trees by a high wind and so torn as to render it unserviceable. First Lieutenant David G. Boyd had his leg broken and back sprained when the basket was thrown against the ground.

Balloon No. 12.—The cable of the balloon was snapped by a strong wind when the balloon was close to the ground. One parachute was smashed by being crashed against the ground. The balloon was last seen at an altitude of 3,000 meters, traveling towards the enemy lines. First Lieutenant G. W. Hinman, A. S. U. S. A., and First Lieutenant Roland S. Tait, A. S. U. S. A., remained in the basket.

Sept. 13.—Balloon No. 20.—(French)—Balloon was punctured by diving into a tree.

Sept. 14.—Balloon No. 5.—Balloon was burned by an enemy plane.

Balloon No. 2.—An American plane (Salmon) collided with the cable of balloon No. 2, wrecking the plane and killing the pilot and observer in the plane, but causing no appreciable damage to the balloon.

Sept. 15.—Balloon No. 1.—Balloon was burned by an enemy plane.

Balloon No. 2.—Balloon was burned by an enemy plane.

Sept. 16.—Balloon No. 9.—Balloon was deflated by enemy shrapnel.

Recommendations.

The experience in the Saint Mihiel offensive suggests the following recommendations:

The assignment of balloons to Army Artillery, as such, should be abolished. It is recommended that all balloons, under the jurisdiction of the Army, be assigned directly to corps.

The necessity for providing a channel through which reports can be transmitted promptly requires that the reports come through an office which is in more intimate touch, than Army headquarters can be, with balloons on the line. Information obtained must be acted upon at once. Delay of an hour, in the effort to secure connection through main centrals, renders the information worthless. All balloons should be connected by a direct

line to the balloon central of the sector, so that the value of the balloon's observations may be immediately utilized.

The mission of all balloons in a sector is, fundamentally, the same. The mission is two-fold, surveillance of the sector and adjustment of fire.

There is no distinction, in method and aptitude, between an observer's watching matters of interest to army artillery and an observer's watching matters of interest to G-2 of the corps. Ludicrous it is to assume that a balloon can look only for things of importance to the army, shutting its eyes to things of importance to the corps. The balloon must see everything and should report everything to one central balloon group office. That office should be held responsible to determine whether the information is of value to army artillery or to corps artillery, to G-2 of the army or to G-2 of the corps.

There is no distinction, in process and function, between adjusting fire for the 155's or corps artillery and adjusting fire for the 270's of army artillery. There is no distinction between spotting objectives for corps artillery and spotting objectives for army artillery. The work is identical.

The present designation of army balloons, as such, creates this double paradox of permitting the army balloon to be idle when the army artillery does not fire, and, on the other hand, of compelling the army balloon to reach over into the sector of other balloons where army artillery batteries may be situated, attempting to regulate their fire on an exaggerated balloon target—battery—target, angle.

The balloons in a corps area should be distributed territorially, not tactically. The balloon should be identified with a sector, not with a command. The balloon should see everything and do everything in its sector. The balloon should regulate every piece of artillery, of whatever caliber, in the sector. The balloon should observe everything in the sector, whether it be the relief of enemy troops—a matter of interest to G-2 of the corps—or whether it be a 42-centimeter gun in action—a matter of interest to the army artillery.

The function of every balloon in an operation should follow this defined rule; it should see everything directly in front of it, and no more. It should regulate for everything directly behind it, and no more. Thus will efficiency and harmony of activity be augmented.

JOHN A. PARGELOW,
Major, A. S. U. S. A.,
Commander Army Balloons,
First Army.

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Welch's

Pies Like Mother Tried to Make.

Hot Mince and Apple.

OMAHA OFFICERS ARE INTERESTED IN WORK DOWN IN PENSACOLA

(Continued From First Page.)

running when we got down here—was hung up in the trees a few days ago. The ship was not hurt badly, but it will take at least ten days to get it inflated and rigged again. Accident due to ship being too heavy, and when engine trouble developed, she came down in spite of throwing over ballast, gasoline, wireless apparatus and most everything loose, except the motor mechanic! We have had no rides in the "blimps"—as everyone calls them but have taken some fine hops in the seaplanes. They have four types down here—the largest (H16) are nearly 100 foot wing span, weigh three tons and are equipped with two Liberty motors. Regular flying bungalows. Steady as box cars in the air. The smaller type—the "F" boats—are little two man affairs, light and flexible, and more fun to drive than you can imagine. Had a stunt ride yesterday, everything from an Immelman turn to a tail spin—and enjoyed every minute of it. The most surprising part of stunting, it seems to me, is the fact that you hardly feel that you are falling—at least I couldn't tell. I believe a good roller coaster has nearly all the sensations of a stunt plane. Am hoping that we can get a chance to become heavier-than-air pilots. Saw our first crash the other day; pilot got interested in another ship, forgot his controls, lost his flying speed, and slipped on the wing into the bay! Didn't fall far and escaped unhurt—but if he'd been 200 feet up, instead of forty, it would surely have been his last dive.

We are at present taking a sort of ground course, engines, accessories, frame repairs, fabric care (includes doping of the bag with a mixture called "Delta dope"—sprayed on with an air brush). Have talked over the wireless telephone apparatus and went pretty thoroughly into the scheme of the thing with the instructor down here. It is absolutely the most ingenious arrangement I have ever seen; I would like to spend a great deal of time with this department, as the study is most interesting.

Art Materials
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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.



McKENNEY DENTISTS

1524 Farnam Street—Corner 14th and Farnam.

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

The officials of the school down here go out of their way to help us, and seem more than anxious to start us off with everything they know.

We are quartered comfortably at Fort Barrancas, a coast artillery post; very beautiful place, on Pensacola bay, near the mouth of the harbor. Colonel Hughes is in command, a very fine man. There are several other good officers in the post, including a Major Elliott, an infantry officer. I am hoping to have my family join me in a few days, if it can be arranged. The climate has been warm though rainy; it will be fair from now on, I understand, and should be pleasant for them.

Lt. Faulk and I both remember Fort Omaha most pleasantly and I look forward to the time when I can spend at least a few days out there with my friends.

Most sincerely,

R. H. FINLEY, 2nd Lt. A. S. M. A.

AMUSEMENTS

SUN THEATRE

March 18-19, Mararita Fisher in "Mollie of the Follies." March 20-22, George Walsh in "Never Say Quit." March 23-24, Frank Keenan in "The Midnight Stage." March 25-26, Jane and Catherine Lee in "Smiles." March 27-29, Evelyn Nesbit in "Woman." March 30-31, April J. Peggy Hyland in "The Unkissed Bride."

THE MUSE

Sun.-Tues.—Tom Moore in "A Man and His Money." Wed.-Thurs.—Bessie Love in "Carolyn of the Corners." Friday and Sat.—William Farnum in "The Rainbow Trail." Sun.-Mon.-Tues.—Pauline Frederick in "The Woman on the Index."

RIALTO THEATER

March 16-17-18-19, Henry Walt-hall in "False Faces." March 20-22, Ethel Clayton in "Maggie Pepper." March 23-26, Wm. S. Hart in "The Poppy Girl's Husband." March 27-29, Billie Burke in "The Make-believe Wife."

THE STRAND

March 16-22, D. W. Griffith special, "Romance of Happy Valley." March 23-26, Dorothy Dallen in "Hard Boiled." March 26-29, Bryant Washburn in "Yankee of the East," also the beautiful "Catina Islands" in Prizma, the finest colored pictures ever made.

EMPRESS THEATRE

March 16, Sunday - Thursday, "Musical Melarons," "Jazz & Dell," singing and dancing; photoplay attraction; Bert Lytell in "Faith." Thursday to Sunday, "Gypsy Meredith & Co., " "Three Theodores," photoplay attraction, Gladys Leslie in "Miss Dulcie of Dixie."

Gaiety Daily Mats. 15c-25c-50c-75c-1.00

Week of March 15th
"FOLLIES OF THE DAY"
Week of Saturday, March 22
THE LEW KELLEY SHOW

Orpheum Phone Doug. 494

Daily Matinee, 2:15; Every Evening, 8:15. Week Starting Sunday Matinee, Mar. 16—Lucille Cavanaugh, Wheeler Wadsworth, Mel Craig, William B. Taylor; "No Name," Caroline Kuhl, Patricia Meyer; Jim and Marian Harkins; Irene & Bobby Smith; Will Ferry; Mr. Leo Beers; Kinograms, Screen News of All the World; Orpheum Travel Weekly, Around the World with the Orpheum Circuit's Motion Picture Photographers.

Old Parts Made New.
New Parts Made, Too.
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Anything and Everything
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MAGAZINE SECTION



Historical Extracts on Flying Taken From Authentic Works

From the records of the earliest history, we learn that the mind of man was diligently directed to the investigation and discovery of the art of flying and navigation of the atmosphere. That such a desire has been co-existent with the earliest advances of civilization, is not strange, nor to be wondered at, when we behold the easy and graceful faculty of locomotion enjoyed by the feathered race. There are few of us who have not viewed the flight of our native hawk and vulture with mingled feelings of envy and admiration. To see them soaring aloft, with apparently motionless wing, until the eye can scarcely trace them in the mazy heights of the atmosphere, at once excites the mind to a desire of enjoying their mode of transition, which, together with its speed and facility, would also enhance the intellectual privilege of feasting upon the wide expanse of beauty, which adorns the earth beneath the aerial traveler. The ancients, for a long time, attributed this felicitous prerogative of the feathered race to a supernatural agency, and consequently looked upon them as a species of the Diety. Many traditions of his sort are handed down to us through heathen mythology.

The ancient path of knowledge was obscure and intricate, until the superstitious notions of horned deities, flying oracles and winged horses began to be dispelled from the pages of philosophy. The unlearned in ancient times looked upon the operations of the artist with fear and reverence, while the initiated, through motives of self-aggrandizement, wrapped the veil of their learning. During later ages, in which natural philosophy began to take the place of the superstitious mysteries and occult delusions, the arts and sciences progressed more rapidly; and, since the art of printing has been discovered, mankind has become more equalized in the pursuit of knowledge. From that period, history and ingenuity assumed a nobler feature; the monopoly of learning possessed and exercised by a chosen few, was broken up. The invention of John Faust, in the hands of John Gutenberg, started a new era in 1470, which gave new and vigorous impulse to all kinds of improvement within the province of mankind. The faculty of flying, as well as other mysteries, was thenceforth examined more upon natural principles, in order to test the possibility of applying it to the use of the human family.

But let us return for a moment, to the earliest writings for accounts of machines for traversing the upper heavens, and bring down a connected history of man's propensity to acquire so desirable an art, to the present time. We shall then surely see, if not in the present, at least in an approximating future, a very encouraging prospect of its fullest realization; not merely as a means of pleasurable enjoyment, but also to carry on the most extended and magnificent commercial and scientific pursuits.

The first account of this subject, that we find on the records of history, that carries with it anything like plausibility, and to which nearly all modern writers on the art of flying make reference, is that of Archytas' artificial pigeon. This great geometrician was of the Pythagorean school, and flourished about 400 years before the Christian era. The account of it is given by the historian Aulus Gellius, who wrote during the time called the "Brazen Age." He says, that Archytas constructed a wooden pigeon which could fly by means of mechanical power and an aura spirit. In the description of the construction of this artificial flying pigeon, the machinery is, in some measure, explained. Its buoyancy seems to have been effected by magnets; but the moving, or rather the propelling, power is attributed to an occult—a very indispensable accompaniment to ancient works of wonder, of which we have only descriptions.

Another writer, in reference to this artificial bird, says, "Archytas, philosopher of Taranto, constructed a wooden pigeon which could fly; but if it fell to the ground, it could not raise itself up again."

portant of which we find in the writings of Cardan Scallinger, Fabri, Lana and others. But most of these authors, like the historian Gellius, have their descriptions involved with obscure proceedings—throwing but little light on the path of discovery of aerostation. Writers of rarified air, or hydrogen gas, and the mechanical artifice connected with it, to have been used for the purpose of giving it direction. These suppositions fall to the ground when we examine the subject closely. If gas of rarified air had been used for the purpose of giving it buoyancy, the machine would necessarily have been of great size, so much so, that it could hardly have retained much resemblance to a pigeon (and all the writers who refer to the subject call it a pigeon), and yet none of them make mention of its being of extraordinary size. Besides this, the process of inflation either with rarified air or hydrogen gas would have been so conspicuous a part of its operations, that it could not well have been overlooked by those who saw it and wrote about it, without some account of the process being given in its history. It is not in the least probable that Archytas had any knowledge of the gases—and it is also very doubtfully maintained, that he made his pigeon fly to any considerable extent or height. Such an opinion is confirmed by the writer who says, "when it fell to the ground it could not raise itself up again."

It would be unnecessary to go into a critical investigation of the merits of Archytas' invention, were it not that nearly all subsequent accounts of flying machines are too dependent upon this tradition for their proof of success; many of them blending it with their own fanciful notions, and throwing around them an air of mystery and secrecy, well calculated to delude the unlearned into the belief that it required the aid of a spiritual agency, which could only be acquired by those whose learning entitled them to hold communion with saints and demons.

The next account that we find particularly noticed in history is that of a man, who, it is said, flew high in the air in the city of Rome, under the reign of Nero, but lost his life in the descent. (An unfortunate fatality which terminated many of the ancient experiments in flying.)

Roger Bacon, an eminent philosopher of the thirteenth century, who, from his genius and ability, won for himself the title of "the admirable doctor," was the first to whom we are indebted for an approximation to the true principles of aerostation. He wrote upon various subjects, and displayed in all a great power of imagination, with an equal degree of enterprise. The knowledge he possessed and the theories he laid down, appear the more remarkable, because we have, within the last 100 years, realized several of his most magnificent schemes. Like Franklin, his ideas and knowledge were three and four centuries ahead of the age he lived in. The art of sailing in the air, or at least, the principle by which it is accomplished, seems to have been so well understood by him, that we may safely ascribe to him the discovery of its main principle (atmospheric buoyancy), which we will presently perceive.

In one of his works, he decants, in glowing language, on the possibility of constructing engines of immense size and power, that could traverse the land and the water with great speed, and carry with them persons and merchandise. He then goes on to describe a plan of navigating the air. He assumes that the atmosphere is a material of some consistency, capable of bearing upon its surface vessels, like ships are borne upon the surface of the water. He next describes the construction of his aerial machine, "which," he says, "must be a large hollow globe of copper, or some other suitable metal, wrought extremely thin, in order to have it as light as possible. It must then," he says, "be filled with ethereal air or liquid fire, and then launched from some elevated point into the atmosphere, where it will float like a vessel in the water." It cannot be ascertained from the writings of Roger Bacon, that he ever realized any of

his grand projects of flying, by actual experiment; but, in concluding his treatise upon this branch, he expresses himself thus: "There is certainly a flying instrument, not that I ever knew a man that had it, but I am particularly acquainted with the ingenious person who contrived it."

After expressing himself so confidently upon the "hollow globe" method, he thinks, "There may be some flying instrument, so that a man sitting in the middle of the instrument and turning some mechanism, may put in motion some artificial wings which may beat the air like a bird flying."

To these descriptions of Bacon, some of our modern writers have averted with greater zeal than judgment, to prove that the art of flying by human contrivances was known to the ancients, or, at least, anterior to the discovery of the Montgolfiers. They contend that Roger Bacon was well acquainted with the properties of the atmosphere. As to him having some knowledge of the consistency of the air as an elastic fluid, that will not be denied, for, at that period, the attention of the learned began to show that they had a knowledge of the various and distinct gases. Soon after Bacon's time, projects were instituted to train up children from their infancy in the exercise of flying with artificial wings, which seemed to have been the favorite plan of the flying philosophers and artists of that day. If we credit the accounts of some of their experiments it would seem that considerable progress was made in that way. The individual who used the wings could skim over the surface of the earth with a great deal of ease and celerity. This was accomplished by the combined faculties of flying and running. It is stated that by an alternately continued motion of the wings against the air, and the feet against the ground, they were enabled to move along with a striding motion, and with incredible speed.

(To Be Continued.)

THE NEW GAS BAG.

It has been decided to continue the publication of the Gas Bag in a revised form, maintaining most of the features formerly embodied, with added technical departments.

The interests of the paper will not be confined to this post; it will be the official organ of the "Lighter-than-Air" Service, and will be contributed to by officers and men of those branches.

The Gas Bag will appear on the first and fifteenth of every month.

Company news items will find a place in the new Gas Bag, and it is requested that company correspondents endeavor to make their news items concerning the company of more general interest to the public rather than detailed reports on the movements of private individuals.

Contributions from all enlisted men are encouraged, and to that end, the board of officers in charge has decided to offer a prize of \$5 for the best contribution on each of the following subjects:

Humor.

General interest.

Suggestions for improvement of anything pertaining to balloons or balloon work.

Members of Fort Omaha command contributing will hand their articles to their company correspondent. From other posts, it is requested that contributions be mailed to the Gas Bag office.

Your support will make it a success.

DEATHS DURING WAR.

The statistics branch, general staff, war department, under date of February 22, 1919, has prepared the following summary of deaths during the war in the A. E. F. and among troops in the United States.

The figures for the United States are from April 1, 1917, to February 14, 1919; for the A. E. F., to February 16, 1919.

The source of information is given as current statistics section, and medical records section, division of sanitation and medical department.

	A. E. F.	U. S.	Total.
Disease	20,829	32,737	53,566
Battle	48,768	48,768	97,536
Other	8,554	1,756	10,310
Total	78,151	83,261	161,412

Questions and Answers.

B. P. asks: (1) Can a soldier who does not desire to continue payments on his Government insurance policy transfer same to another soldier or officer in the military service? (2) If an officer on the retired list having no Government insurance should die what pension would his widow receive from the Government, if any? Answer: (1) No. (2) None, unless he was a Civil War or Spanish War veteran, or his death was caused by his service. A private pension bill could be presented to Congress.

G. E. C. asks: Is an officer who holds a permanent commission in the Regular Army of the grade of captain and also an emergency commission as major, National Guard service between 1906 and 1911 under the provisions of the Act of July 9, 1918? Answer: No.

F. L. asks: If a soldier is tried for desertion, found guilty, gets two years and is dishonorably discharged, but afterwards gets permission to enlist, will the time previous to his trial count on his re-employment? Answer: Yes.

RETIRED SOLDIER—If your income is over \$1,000, single man, or \$2,000, married, you are subject to the income tax. The exemption of military or naval pay up to \$3,500 of amount received as such applies only to those in active service during this war.

X. Y. Z.—No action has been taken by Congress on the bill submitted by Secretary Baker providing that enlisted men of the Regular Army who were discharged to accept commissions in the Army during the war shall be given the retired pay and allotments of master signal electricians when mustered out of the service.

E. V. V.—In computing income for tax purposes, from your "gross income," you are to deduct "so much of the amount received during the present war by a person in the military or naval forces of the U. S., as salary or compensation in any form from the U. S., for active services in such forces, as does not exceed \$3,500," which shall be exempt from taxation under this title.

A. S.—The President having signed the Revenue Bill you will be entitled to a \$60 bonus, but no difference over the five-cent mileage.

L. E. B. asks: Upon my request I was honorably discharged from the Service on December 19, 1918, and since that time have been very dissatisfied and am anxious to return to the Service and make it my life study, as it is very fascinating to me. At the time of my discharge I held a commission as second lieutenant of Field Artillery. What must I do to secure a re-commission in the army? Answer: Write to the A. G. and ask to be listed as an applicant for commission in the Regular Army, should vacancies occur.

R. M. E.—Recruiting for the Army has begun, the bill permitting its resumption having become a law.

A. K. asks: What year did the 11th Cavalry go to the Philippines, and what month did they come back in 1904? Answer: Second Battalion sailed December 5, 1901; 1st Battalion, January 1, 1902; Headquarters and 3d Battalion, January 21, 1902. Regiment sailed for U. S., April 15, 1904.

C. W. E. asks: (1) Are those regiments numbered above the 64th Infantry and below the 100th Infantry authorized units of the Regular Army? (2) What Infantry regiments of the Regular Army are now stationed in Panama, Hawaii, and the Philippines? Answer: (1) Yes. (2) In the Philippines are the 15th, 27th and 31st. Panama has had the Porto Rico Infantry, recently ordered back to Porto Rico; other organizations on the Isthmus include the 33d Infantry and Coast Artillery organizations.

ANXIOUS asks: (1) What became of the bill providing \$60 to a discharged soldier and \$200 to discharged officers, army nurses, field clerks, etc.? (2) Did Congress ever authorize a campaign badge for those who participated in the Utah and Sioux Indian expedition around Thunder Butte, N. D., 1907? The 2d Cavalry participated in that expedition. Answer: (1) The Revenue bill makes provision of a \$60 bonus for officers and men upon discharge. (2) If there were cas-

ualties in your organization or in the forces opposed to you, apply to The A. G. in re Indian campaign badge.

A. G. F.—There is no bill coming from this Congress to authorize Army retirements for twenty-five years' service. Congress has not yet authorized counting European war zone service double toward retirement. Man who enlisted February 11, 1916, is not due for furlough to reserve until February 10, 1920.

R. M. P.—The authorized strength of the Chaplains' Corps, Regular Army, is 144. There are 139 commissioned. How soon you will receive your commission we cannot say.

I. E. G. asks: Are the Army nurses who were on duty in camps at home since the war entitled to wear a silver service stripe for each six months? Answer: Yes; applies to all who wear service uniform.

J. A. S. asks: (1) A soldier deserted in April, 1917; surrendered to military authorities November 1918, was tried under charges of desertion, was found guilty of a. w. o. l. only and as the sentence was considered inadequate the reviewing authority disapproved the finding being furloughed to the required to make good the time absent in desertion or a. w. o. l. before being furloughed to the reserve? (2) Is he entitled to pay for the time he was absent without authority? (3) In the case of an enlisted man who was commissioned for the emergency being returned to his status as an enlisted man, what enlistment period would he enter on? Suppose he was on sixth period when he accepted commission and was due to enter seventh period in June, 1918, had he re-enlisted but he being on an officer status elected to continue as such. Would he enter on the seventh period if he enlisted again after discharge as an officer? Answer: (1) Must make good the time absent. (2) No. (3) Would return to status held at time of discharge for commission, but his commissioned service would count toward time for retirement.

J. A. S.—Total authorized strength of the Medical Corps, Regular Army, is now 2,009, as follows: Major general, 1; brigadier generals, 2; colonels, 63; lieutenant colonels, 109; majors, 475; captains and first lieutenants, 1,359. The numbers now actually commissioned are: Major general, 1; colonels, 59; lieutenant colonels 109; majors, 337; captains, none; first lieutenants, 463.

E. S. H. asks: I was appointed sergeant, first class clerk, Q. M. C., June 20, 1917. Transferred to 367th Infantry, National Army, and appointed regimental sergeant major that regiment, December 3, 1917. Discharged as regimental sergeant major August 26, 1918, to accept a commission. In which of these two grades can I re-enlist upon discharge as an officer? Answer: To your Regular Army grade; the other was in a temporary force.

J. A. H.—No campaign badges have been authorized for the present war. When they are they will displace the present service chevrons as a part of the uniform.

Glidden Trophy.

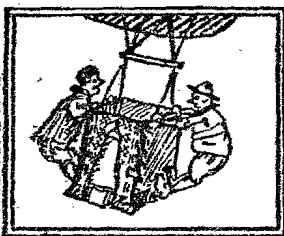
Southern Field, Ga.—Captain Charles J. Glidden, donor of the Glidden \$2,000 trophy for automobile touring, once won by a team in which were Crawford Wheatley of Americus and Clarence H. Johnson of Atlantic and which has been competed for several times, has consented to donate the trophy to be retained permanently by the winner of a tour to be run from New York to San Francisco, in which every state of the union will be represented. One of the noted runs was from New York to Jacksonville via Atlanta.

AFRICA AERIAL LINE.

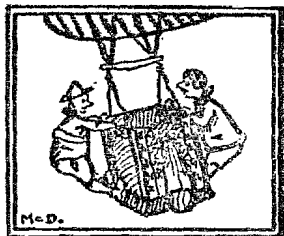
Southern Field, Americus, Ga.—The distance is 5,200 miles from Cape Town, Africa, to Cairo Egypt. This is the route planned for the Africa aerial line. Construction of aerodromes and landing places is already under way.

S. O. S.

"T.N.T." is A. E. F. for "drinks." Judging from the price, the U. S. A. synonym should be "radium."—Judge.



~ ROCKING ~ THE ~ BASKET ~



Not the Kind He Thought

By Private E. V. Coull, U. S. M. C.
Farmer Jones—Well, how's Si gettin' on in the army?
Farmer Smith—Jist fine. I jist got a letter from him tellin' he'd been recommended for a general.
Note: "Recommended for a general" refers in military parlance to a general court-martial.

THE 59TH.

One day while we were sitting 'round
And having lots of fun
An order came here from the White house
Way down in Washington.

It said, You'll furnish a company of men
For work in Akron,
And that very day the officers
Started things to hum.

They formed a company of men
Of quality and size.
They were all good boys and their
"C. O."

Was "Square Deal" Captain Wise.

Of course they had to reinlist,
But it's only for a year,
And by the time their year is up
We may still be here.

We don't know what's in Akron,
boys,

Or just what you'll have to buck,
But we're with you every minute,
And wish you the best of luck.

So go to it, boys, for you've got the stuff,
And your "C. O." can't be beat.
There was never a company left
this post
That knew the meaning of defeat.
J. F.

Familiar Phrases.

Cpl. Joe Frazier.

Some of the remarks you hear
around the barracks about 7:30,
when the fellows are getting dressed
to go stepping:

Hey Buddie—
Got a clean pair of socks I can
wear tonite?

Loan me a dime car fare, will
you?

Will you make my bunk? I got
a date at 8:00.

Got any soap?

Let me have your shoe polish.

Shave the back of my neck, will
you?

But after all it's a great life if
you don't weaken.

WHAT A SOLDIER WORRIES ABOUT

Cpl. Joe Frazier.

A few worries of a soldier:
How to keep from sleeping so
much.

How to spend all his money in
one month.

How to take care of ALL his
clothes.

How to get a lot of exercise.

How to eat all the ice cream
the mess sergeant gives him.

Household Hint.

Musketry Instructor (to class)—
Now, boys, you must remember
that your rifle is your best friend.
Treat it as you would your wife.
Wipe it over with an oily rag every
morning.—By Lance Corporal D. A.
Martin, C. O. T. C., Toronto, Can.

Suspicious.

Jane Willis—Do you really think
Charlie was true to you while he
was away at war?

Jane Gillis—I have my doubts.
On two or three occasions since he
came back he has absent-mindedly
tried to make love to me in French.
—Judge.

A Dear.

Marie—That young American
soldier yonder—ain't he a dear? He
speaks French, I understand.

Vivette—Yes, I know him. I wish
he could speak French I under-
stand.—Detroit Free Press.

And Wasn't That Perfectly Lovely

Fame, like luv, is a wonderful
thing!

It was at one of those delightful
dancing parties out in Dundee.

Corporal Ralph Magrum, erst-
while society editor of the Gas Bag
and generally beloved favorite with
the ladies, had received his dis-
charge some time previously and
was conspicuously absent.

Several members of the male per-
sonnel of the Gas Bag were gen-
erously attempting, by combined ef-
forts, to fill his place in the hearts
of the lonesome fair ones.

All were comparative strangers.

One tall Apollo attracted con-
siderable attention with his grace-
ful syncopated gyrations in the
center of the floor. The steps were
the latest from Maxim's (he had
just returned from a furlough spent
on Broadway and other streets).

"Who is he?" murmured dainty
fox-trotter to her partner.

"You surely know him? That's
Sergeant Shea."

"What?" cried the girlie, for-
getting to take the Baltimore step
in her astonishment, "Not THE
Sergeant Shea?"

No "Welcome" on Door Mat Needed

By Private Jack Rosenberg, Ord. Det.,
Nineteenth F. A., A. E. F., France.

The road was being bombarded
and naturally everybody hunted
dugouts. One darkey finding a dug-
out which happened to be full of
white soldiers hesitated on enter-
ing, but finally remained. "Make
yourself at home," came the greet-
ing. "If you don't think I am at
home," replied the scared darkey,
"try and run me out!"

His Payment for Peace.

By Private Sam Frieberger, Battery D,
Fifty-eighth Artillery, C. A. C., A. E. F.,
France.

A rumor hit our battery that
peace had been declared and the
next morning at the reveille for-
mation Private "Piggy" was among
the missing. When called before
the battery commander the follow-
ing ensued:

B. C.—Where were you at
reveille?

Private P.—Sleeping, sir.

B. C.—Don't you know that all
men in the A. E. F. have to stand
reveille every morning?

"Yes, sir, but peace was declared
last night and I only enlisted for
the duration of the war."

"Oh, did you? Well, the price of
peace for you is ten hours extra
fatigue duty."



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MEN'S SHOP

"ROCKING THE BASKET"

"Rocking the Basket" has
been so well appreciated by the
readers of the Gas Bag that it
will be retained, provided orig-
inal material will be furnished.

It is designed to publish hu-
morous incidents of general in-
terest pertaining to those in the
military service. Many such
arise, and it is up to YOU, as a
supporter, of the Gas Bag, to re-
port them to us that they may
appear in print.

"Rocking the Basket" will be
just what you make it, and every
contribution of merit will add
one more laugh to our lives.

Contributions from Fort Oma-
ha men will be handed to their
organization correspondents, and
from other posts and from civil-
ians, should be mailed direct to
the Gas Bag.

Get behind it and PUSH.

"AND IN THE SPRING A YOUNG MAN'S FANCY—"

Lieutenant Neely—Lieutenant
Hine has just written me announc-
ing the birth of a fine boy. I wonder
what kind of a present I'll send
him?

Corporal Hooven (absent-
mindedly)—Does he smoke?

The Retort.

By Private Frank E. Heffernan, Medi-
cal Corps, One Hundred and Second
United States Engineers, A. E. F., France.

A few Yanks standing outside of
a billet that was occupied by Brit-
ish officers were making a bit of
noise and one of the English of-
ficers came out and told them to
stop.

"You few Americans give me
more trouble than the whole British
army."

"Yes," answered one of the
Yanks, "that's what the Germans
tell us."

INCOMPATIBILITY OF FEATURES.

It was a gas drill and Private
Jones was evidently in great dis-
tress. After much fussing and
spluttering, he hastily removed his
mask.

"What's the matter?" asked the
sergeant.

In a very disgusted tone, Jones
replied: "How in h— do they
expect a fellow with a No. 5 face to
wear a No. 3 gas mask?"—By Cor-
poral Morton Smith, Hdqr. Co., 79th
F. A., A. E. F., France.

JACOBSON & FUREN CO.

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12c A MILE
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THINK A MINUTE!
Do You Know that the
Woodmen of the World
furnishes the Best and Safest
life insurance in the world? To-
morrow may not come. Do it to-
day.

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

A Funny Present Even at That

We are indebted to Madeline for
this one.

Her neighbors have children. And
both are at that age when children
are interesting and amusing—tol-
erable on this account.

We had lovely weather Sunday
afternoon, which is responsible for
the fact that Madeline went walk-
ing with both the kids.

Saturday was the youngest kid-
die's birthday, and she could prat-
tle of nothing else. All was bliss-
ful until she mentioned the receipt
of a "worm" as a birthday gift.

"Mercy!" murmured Madeline,
"What can the child mean?"

"Aw!" snorted the littlest girl's
bigger sister in derision. "She
means a candy snake."

She was right. A St. Patrick's
Day souvenir was the answer.

Military Atmosphere.

"Ever had any military experi-
ence?"

"Yes, sah, boss."

"Where?"

"I portered in de office of a
gent'man who was a cap'n in de
state militia, sah."—Birmingham
Age-Herald.

A Bit Too Bracing.

By Howard Dietz, Naval Operating Base,
Hampton Roads, Va.

First Rookie—How do you like
the navy?

Second Rookie (after five hours
on the grinder)—Well, I wish I'd
joined the army where they don't
have so much drilling.

SHOES REPAIRED

Soles and Rubber Heels
While You Wait.
59th Balloon Co. Cobbler,
Barracks No. 1.

Delicia
THE PERFECT
ICE CREAM

"It's Good for You"

The Fairmont
Creamery Company

Benefits Forgot.

A transport carrying negro
members of a labor battalion
was pulling into a French port.
One big darkey, leaning over the
rail, watched the harbor scenes.
Spying a Frenchman fishing in
a little skiff, he shouted: "Hey,
you French boy! Here I come
3,000 miles from Alabama to
fight for you and I find you out
fishin'. Where do you get that
stuff at?"—By Corporal William
P. Sherman, A. E. F., France.

Conquests.

Patience—Do you believe the
war was one of conquest?

Patrice—Well, I know a lot of
girls who got husbands by it.—
Yonkers Statesman.

For Light Lunches at the

Candy Land

1522 Farnam Street.

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We Have
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Contract

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clothes displays—the result of keen foresight in
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tude of men who have been in the Service and
men here at home practicing patriotic self-denial
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BRANCHES

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THURSDAY, MARCH 20, 1919.

RE-INFLATED.

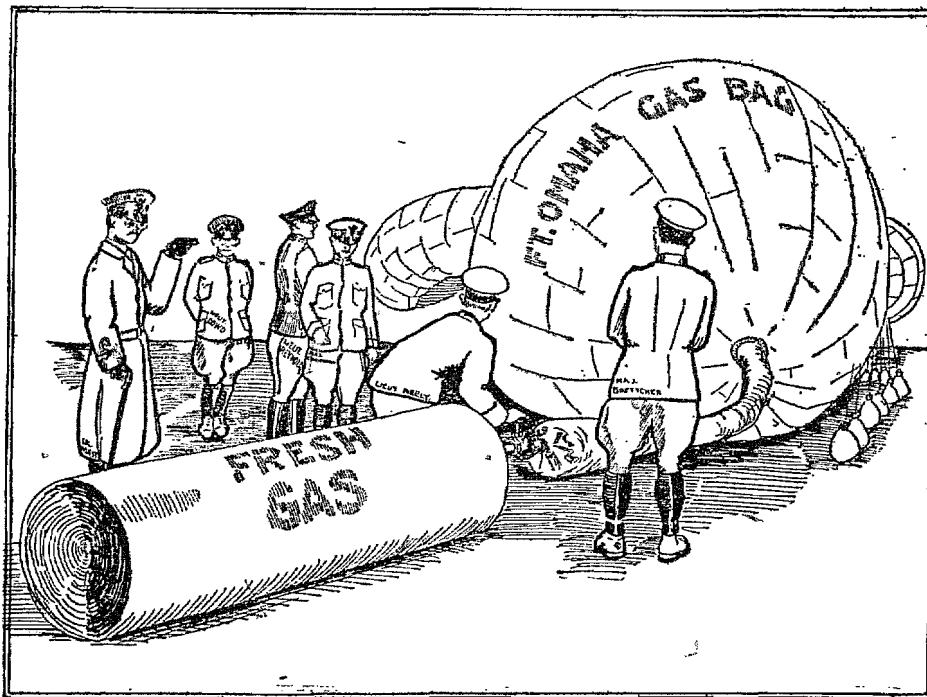
The Gas Bag in the past proved to be a welcome weekly caller to the officers and enlisted men of the U. S. Army Balloon School at Fort Omaha, Neb. It contained items of interesting happenings which took place in the Post and consequently was read with pleasure by the relatives of officers and enlisted men in different parts of the country. The last issue of the Gas Bag was a farewell flight as it was first published; and, it was thought for a time that it would be a farewell flight in truth. However, such will not be the case. It has returned for inflation. A new Administrative Staff has been appointed and in the future it will fly bi-monthly instead of weekly.

The bi-monthly Gas Bag of Fort Omaha will put forth efforts to give valuable information on current topics of the day as well as expert knowledge in ballooning. It will contain in the future issues articles on the history of ballooning from the beginning up to the present day. This information will be taken from authoritative works on ballooning, which are not of easy access to all who will be readers of the Gas Bag. In this way it will take on a more educational atmosphere in the future than in the past. Ballooning is now recognized by all to be a very valuable department of the Army, although yet in its infancy.

During war time everything was running on high speed, and now much valuable information and knowledge will be given out which was gained during those pressing times. Along this line the Gas Bag hopes to be an interesting publication to those in civilian life as well as to those in the Army.

When war broke out all ballooning and free ballooning which has been done has been for the one purpose of training pilots and observers. In peace times ballooning will undoubtedly come into its own again, as the beginning of commercial aeronautics. It is the opinion of most people who should know that the coming years will be the age of commercial aeronautics and that the next generation will see as great or greater advancement in commercial aeronautics as the past has seen in the advancement of wireless. Balloons, and more particu-

REINFLATED



Since You Went Away

Since you went away, every gay sailor lad,
Every khaki-clad soldier I see,
Has a place in my heart and a share in my thoughts
And belongs, just a little, to me.
He's a comrade of yours, and is bearing his share
Of the burden that rests upon you;
Both are doing the work that a nation has set
For its glorious manhood to do.

Since you went away, every fold of the flag
Has a message that's tender and true;
It has always meant liberty, freedom and right;
It now means my country—and you.
Your honor is part of the deep azure field,
Your courage, of each crimson bar,
And the soul of you, shining, resplendent and clear,
Is a part of each beautiful star.

—By Allison Brown.

FAKE STORIES

The Sensational Press again!

The notorious Ouija Board is still working overtime!

The leading Omaha Scandal Sheet has obtained a full column of space filler by the manufacture of one of the most ridiculous Fake Stories that has graced its yellow pages for some time.

Owing to a temporary shortage in murders, assaults, war atrocities, divorce sensations, society scandals, booze raids and other morbid matter with which its columns are customarily choked, it was found necessary to call upon the staff fiction writer, an official Fake Story promoter.

While consuming cigarettes in the office chair, his feet perched on the desk, he uncovered an alleged rumor concerning a booze ring of officers and men from Fort Omaha. By "Ouija Wireless" he learned that definite reports had been made in Washington to this effect.

Two half-column screams were considered necessary to exploit the star fictionist's sudden inspiration, disprove the "rumor" and demonstrate that the report to the War Department apparently was killed at birth—in the editorial room right here in Omaha!

The continued support of an alleged newspaper, which positively prefers lurid fiction to legitimate news matter, is one of the few faults which the many soldiers who came to this post from all parts of the country have had to find with the otherwise sane city of Omaha.

That such a paper should be supported by the public seems almost incredible, when its conception of news is typified in its recent eight-column line of glaring black type, "GOD ANSWERS A MOTHER'S PRAYER," heading a story of an assault in which the sensational details were supplied as usual by the reporter's imagination.

NED E. WILLIAMS.

larly dirigibles will play a very large part in this advancement. Free ballooning will remain and no doubt will be revived to a great extent as a sporting proposition and as an aid to science.

The Gas Bag will welcome any articles on Ballooning and aeronautics sent

to it for publication. In fact, it invites such articles in the future.

It is our intention to make this the official publication of the Lighter-than-Air Service, and to attain this result requires the hearty co-operation of everyone interested.

LT. STEPHEN L. DOWD.

OBSERVATIONS

By the Editor

CAN

YOU imagine a

DECREPIT tatterdemalion

SO tattered and

TORN and

RAGGED and of such

POVERTY-STRICKEN appearance

THAT a street car motorman would

FAIL to stop his car on the

CORNER for him?

WE know of no such

INSTANCE of this

FINAL depth of

DEGRADATION

BUT

CAN you imagine it?

Phil Osopher, wit of the medical detachment, says that he feels himself fast approaching this "final depth" with no issue of freshly reinforced clothing and no discharge in sight.

We understand now what Sergeant Shea meant when he spoke of "pertinent paragraphs." We have inherited from him the doubtful responsibility of nurturing this colyum each issue. We have always "observed" to a certain extent, but, in the words of Harry L. Kelly, our little Bluffs playmate, "we fail to RETAIN!"

Whenever one of the reg'lar downtown peppers runs short on copy, the star dream-dopster of the staff cooks up a dizzy and raps out a yarn on an alleged rumor concerning the demobilization of Fort Omaha. Lawst week one of the sheets carried a half colyum of rambling observations to the effect that we will all receive our discharges—sooner or later.

We are still hoping!

Madeline, our petite society editress, has experienced the epitome of chagrin. She sprained her ankle just two days prior to the formal dance which marked the opening of the officers' club at Fort Crook.

"And then came spring!"

The spring crime wave has struck Omaha. Bootleggers are distributing the bottled barb-wire with reckless abandon and Fort Omaha soldiers are brazenly wearing wrap puttees. Both are getting away with it.

That reminds us of the Bluffs bootlegger, who, with the law's hounds on his trail, stepped on a set of scales in front of a West Broadway commission house and got a weigh.

Thet's 'nawful one, but not as worse as the chuckle Joe Frazier handed us the other evening. "Why label the street cars thusly?" he mused as one of the rattlers rattled up Farnam street, "We can plainly see that it is 'Cum-ing'!"

As Wes says: "But, Dewey, them's harsh words!"

NED E. WILLIAMS.