

GERMAN SKY MERCHANTMEN MAY SOON VISIT THE UNITED STATES

The Transatlantic Zeppelin and the Cargo-Carrying Airship, No Longer Technical Possibilities, They Are Probabilities—Germany Constructs New Super-Zeppelin of Great Speed and Increased Freight-Carrying Capacity.

New York.—Is the cargo-carrying Zeppelin coming next? A cable report says it is, and perhaps people might just as well pocket their scepticism, sit tight and prepare to welcome the aerial wondercraft. The doubting Thomases were bowled over for keeps when the U-boat Deutschland poked her nose in through the capes of the Chesapeake, and, without other aid than her beautifully running Diesel motors, headed for Baltimore at a tidy clip, writes Robert G. Skerritt in the New York Sun.

The transatlantic Zeppelin and the cargo-carrying airship are no longer merely technical possibilities; they are probabilities. Credible reports from abroad bear this statement out. The fact is the Germans have lately completed and tested a naval super-Zeppelin, one of a numerous class now under construction, which surpasses by a wide margin anything of the kind heretofore built by the Teutons. So far in advance is this type that the spanning of the Atlantic becomes measurably near.

The Germans have striven hard to keep the details of this monster aircraft from the outside world, but the inevitable leak has developed via Lake Constance—that body of water over which the Germans and the Swiss exercise a divided sovereignty. An enterprising Swiss journalist learned of what was going on at Friedrichshafen, and his story was promptly printed. Despite diplomatic efforts the paper got abroad and the information is now available here.

New Super-Zeppelin.

Some idea of what the newest Zeppelin, or rather super-Zeppelin, represents in the way of aeronautic development can be gathered from the fact that the cubical capacity of her gas bags is 100 per cent greater than that of the largest naval Zeppelin in commission when war was declared. That is to say, this titan of the air can stow 54,000 cubic meters of gas within her aluminum outer hull. This represents a lifting power equal to the raising of substantially 61 tons. The dead weight of the vessel is a matter of 40 tons, and in the language of the technician this leaves a margin of 21 tons for the carriage of useful load.

Until the advent of this super-type the longest Zeppelin had a total length of 465 feet and a gas content of from 19,000 to 20,000 cubic meters. The airship which lately made successful trips over Lake Constance has a hull nearly 788 feet long. And in the matter of speed, Count Zeppelin has made a decided departure from his previous dirigibles. He has chosen a model that offers a much lower resistance to the air, and therefore per unit of horsepower he obtains a speedier and withal a more manageable and economic craft. Considered from a military point of view these gains are of the greatest importance. With controllability and added speed the builder secures longer range, added weatherliness and powers of offense and defense of an exceptional order.

Driven by Seven Propellers.

According to the cable reports the super-Zeppelin is driven by seven propellers. There are three on each side, supported laterally by outstanding fins, and the seventh propeller projects aft from the rear gondola. This arrangement is influenced by the modified form of the after body of the hull.

The super-Zeppelin has three gondolas in which are placed the motive power and a fourth gondola or central control station which is partly housed within the body of the keel. The latter forms in addition to the backbone of the craft a connecting passageway fore and aft by which all of the cars can be reached under cover.

The gondolas are all armored with thin steel plating of a special sort which has unusual defensive properties. The central station or car is the navigational position and also the point from which bombs or a new type of aerial torpedo can be launched. The launching apparatus reflects the experience of the war. The discharge is controlled electrically and it is said that much greater accuracy in hitting is obtainable than has been possible heretofore.

Each of the engine-bearing gondolas carries an armament consisting of a new model of semiautomatic gun and a number of machine guns. But there are other directions in which the super-Zeppelin has increased her powers of attack. Forward and aft on each side are housed rapid-firers. These are installed inside recesses within the outer envelope and are normally concealed. In time of action the sheltering cover is dropped and the guns stand out where they can command wide angles of fire laterally and in a vertical plane. This is a distinct departure.

Offensive and Defensive.

On top of the airship, near the bow, is an eighth gun emplacement, and the weapons there are machine guns and a novel type of small rapid-fire mortars. This feature is designed to deal particularly with attacking aeroplanes that might seek to assail the dirigible from aloft, the most prom-

ising avenue of approach hitherto. The mortars throw a new order of aerial bomb which is said to be more effective than shrapnel in dealing with heavier-than-air flying machines. The maximum elevation of these pieces gives a nearly overhead fire.

During the tests over Friedrichshafen on Lake Constance the super-Zeppelin showed that she was capable of mounting aloft at an astonishing speed and a maximum altitude of 15,000 feet was attained. With her nose pointed upward and her engines adding their lift to the buoyant gas in the bags, the dirigible climbed skyward at the rate of 2,000 feet a minute.

The aeroplane that can ascend at a velocity of 800 feet a minute is doing well.

The super-Zeppelin will cover the entire field of aerial scouting. She can do this without fear of interference from below. The best of the anti-aircraft guns have a vertical range of but 10,000 feet, while the newest Zeppelins can mount securely to an added height of 5,000 feet.

At a height of 5,000 feet an observer over the water has a radius of observation of something like 80 miles. From such a vantage it would be extremely easy to watch the fall of shot at ranges of 15,000 yards and more. It gives to the gunner aloft the power of telling hits by indirect fire, assuming that a bank of fog intervened. The admiral without such means of aerial spotting is to all intents and purposes blind.

Send and Receive Wireless.

It must be remembered that while the aeroplane can dispatch wireless messages it is incapable of receiving them owing to the racket made by its noisy engines. The Zeppelin, on the other hand, is not so hampered, and therefore can both transmit and receive wireless communications.

The super-Zeppelin of the latest pattern carries a crew numbering something like 40 all told. During cruising periods half of these men are on duty at a time. All of them are engaged only when the aircraft is in action and every gun manned.

Heretofore the cruising endurance of the Zeppelins has been roundly a matter of 1,000 nautical miles. The greatly increased buoyancy of the super-Zeppelin suggests that it will be entirely practicable to carry more than double the proportion of fuel per unit of horsepower. Not only this, but the improved form of the hull has greatly reduced the air resistance and therefore augmented the propulsive effort of the engines. It is not improbable that the dirigible which made her maiden trial trip a month ago is able to cover something like 3,000 knots before replenishing her supplies.

Just as the fighting submarine blazed the way for the cargo-carrying submarine Deutschland, so the newest super-Zeppelin points logically to the practicability of a transatlantic flight and the carriage of either passengers or cargo. Of course, the quantity of freight would be relatively less than that of a submarine of commerce, but then the element of time saved and the value of the freight might easily make a service of that sort well worth the while. Indeed, it is quite conceivable that the aerial trader could make the journey from continent to continent with far less likelihood of capture or interference than that menacing the under-water cargo carrier.

Navigation Problems Solved.

The transatlantic aerial freighter would be stripped of its military character just as has been done in the case

of the U-boat Deutschland, and this would increase the possible profit-making cargo. The navigational problems need not balk the Germans. The work the Kaiser's Zeppelins have already done both in time of peace and during the present conflict has shown the sureness with which the boats can be guided night or day from point to point. Long before the outbreak of hostilities the passenger-carrying Zeppelin Victoria Luise made more than 400 trips, and up to the four hundredth run covered nearly 30,000 miles, carrying upon each run 21 passengers. With all of the experience gained since then, what may not the advent of the super-Zeppelin augur?

BEAUTY TURNS ACTRESS



Mme. Fernando Rocchi Riabouchinsky, who attracted considerable attention because of her remarkable beauty when she came to New York city with her husband, Nicholas Riabouchinsky, a wealthy Russian who has been identified with the diplomatic service of his country, is now to go on the stage.

DOES MOVIE ACT; SUES CITY

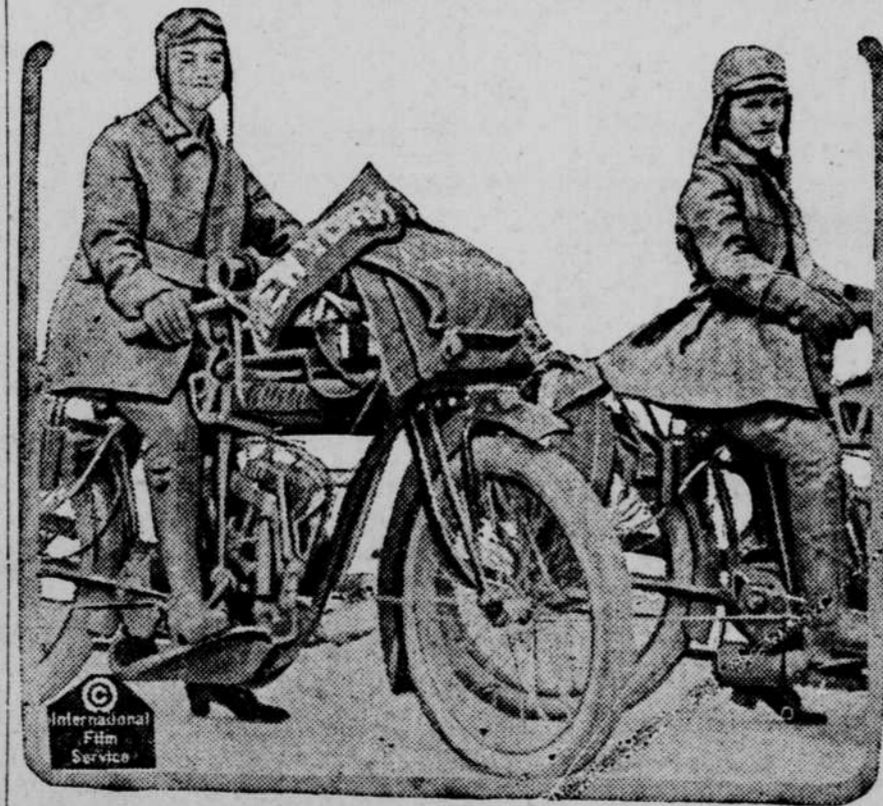
Rochester Man Goes Through Some Rough Work With Auto on Road.

Rochester, N. Y.—Arthur E. Brown did about everything expected of a slapstick motion picture comedian on the Scottsville road the other night, according to his adventures as told in a claim for \$110 filed against the city.

Mr. Brown was operating an automobile through an unlighted detour, when a rear wheel went into mud considerably over the rim and refused to budge. Brown went around to the recalcitrant wheel and tried to pull the car free. Instead, according to the complaint, this happened:

"I sank deep into the soft earth or ashes and fell into a hole filled with iron, tin cans, sticks and other sorts of rubbish, sustaining a deep cut or gash on my right hand, bruises on my left side directly under my left arm, a severe jarring, causing me to become sick, sore, lame and disabled, and I am still sick, sore, lame and disabled, and my suit of clothes worn at this time became soaked with filthy water and mud and is ruined, and my eyeglasses were jarred from my nose and were broken. A sharp iron projecting about two feet broke the right eyeglass and tore the right corner of my eye."

TWO GIRLS ON LONG MOTORCYCLE TRIP



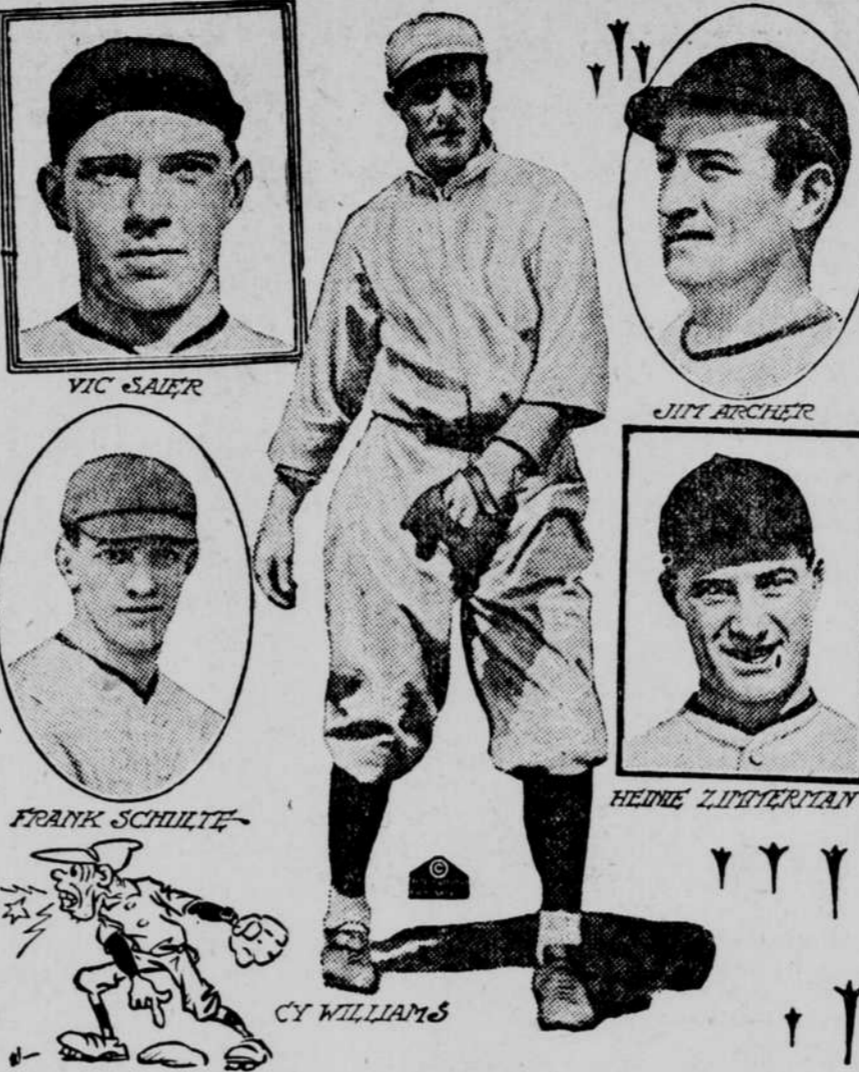
To prove that women are an important factor in national preparedness and as resourceful as men in emergencies, Misses Adeline and Augusta Van Buren of New York, descendants of President Martin Van Buren, started from New York for San Francisco on the first motorcycle trip across the continent ever attempted by members of their sex. They expect to cover the 3,814 miles of the trip in easy stages of one hundred to two hundred miles a day, and to reach the Golden Gate about August 31.

BERLIN BUTCHER FINED \$5,000

Had Secretly Sold Meat at Great Profits, Despite Government Order.

Berlin.—A Cologne butcher named Sommer has been sentenced to jail for two years and fined 20,000 marks (\$5,000) for withholding from sale a large amount of meat and also for secretly selling meat assigned for sale in Cologne to Dresden dealers at a great profit.

STAR PLAYERS SURPASS 1915 PERFORMANCE



IDOLS OF CHICAGO FANS.

Joe Tinker, Johnny Evers, Jimmy Sheppard, Artie Hoffman, Harry Steinfield and Frank Chance were idols on the West side in the pennant winning days, but it is doubtful if they commanded more admiration than Cy Williams, Frank Schulte, Heinie Zimmerman, Jimmy Archer and Vic Saier are getting at present on the North side from the Cub fans, writes Oscar Reelchow in Chicago Daily News. These men have won the respect of the followers through their earnest efforts and brilliant playing and richly deserve what they are getting in the way of applause and encouragement.

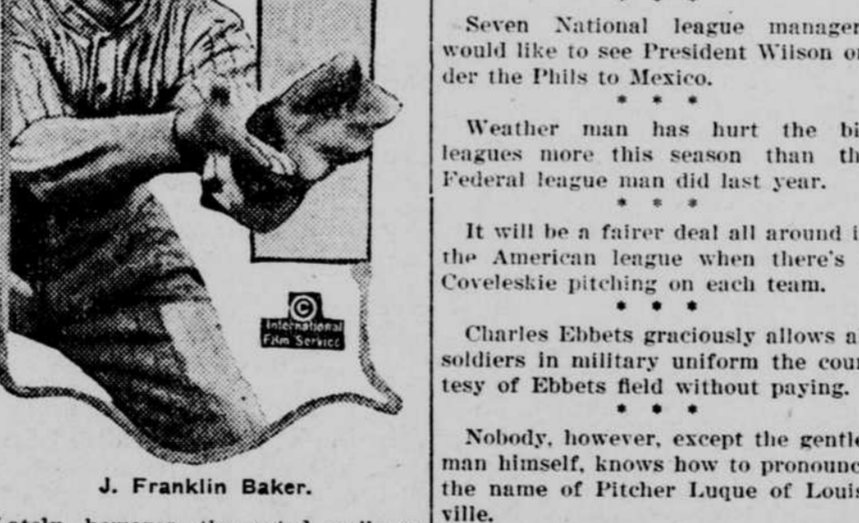
Fans were somewhat worried before the opening of the season whether Zimmerman, Williams, Saier, Schulte and Archer would play up to their standard for Manager Tinker. They have learned since that these star players are surpassing their 1915 performance in every respect and it has been their combined assiduous efforts that have kept the club in a position to battle for a first division place. It has been years since the Cub fans have looked at such playing as Williams, Schulte, Saier and Zimmerman have been supplying to date.

From close observation one is almost compelled to say that the task of keeping the Cubs in the race will fall upon Zimmerman, Williams, Schulte and Saier. Their batting is the big point. If they can keep it up and the twirlers hold up their end the Cubs are certain to be on top or near at every stage of the skirmish. What they have accomplished to date is sufficient proof of that, and it is doubtful if four men can be found in the National league to equal the work they are doing.

BIG IMPROVEMENT OF YANKS

Mighty Bat of John Franklin Baker Great Factor in Winning Games for New York Team.

John Franklin Baker, the home-run artist, did not live up to his reputation as a slugger in the early games in which the Yankees participated.



Lately, however, the noted wallpaper has been hitting the ball with his accustomed vigor. The Yankees have shown a big improvement with Baker in the ranks and his mighty bat is bound to be a great factor in winning games for them.

PLAY AFTER THREE ARE OUT

Batter Hit Home Run, With Bases Full, After Side Had Been Retired—Umpire Asleep.

They must play a lively wideawake sort of game in the Ohio State. In a recent Frankfort-Maysville game, after three men were out a batter hit a homer with the bases full. After all four men had crossed the plate somebody aroused enough from his nap to acquaint the sleepy umpire and players that it was against the rules of the game to require four outs, so the umpire said the runs didn't count.

PITCHER WORKS IN "MOVIES"

Rather Than Join Vancouver Team He Secures Engagement With a Moving Picture Concern.

Ralph Works, who used to pitch for the Detroit Tigers, does not have to play ball in order to earn a living. He was released by the Los Angeles club the other day and ordered to report to the Vancouver club. But he did not follow instructions. He just breezed up to Santa Barbara and joined a moving picture company at a salary which he claims is fatter than any he ever received as a diamond performer.

Seven Hits in One Day.

Seven good base hits in one day is some record. Russell Blackburne of Toronto made it in a recent double-header with Montreal. He got five hits, three of them doubles, in the first game, and two singles in the second.

Mrs. Dunn is a Fan.

Mrs. James Dunn, wife of the Cleveland president, is some fan. She has had a ticker installed in her home so she may receive promptly the baseball returns when the Indians are away from home.

TWO STRICT MANAGERS

Castigations Given Players Are Like Father's Reproofs.

Nothing They Resent So Much as Newspaper Criticism of Boys Playing for Them—Will Not Tolerate Interference.

McGraw, manager of the New York National league baseball club, is very strict with his players, but they all swear by him, for they know that he is "on the level" with them. The same thing is true of McGraw's old side partner, Hughie Jennings. They may "scold" their players unmercifully, in the heat of a diamond battle for some bad mistake, but such castigations are like a father's reproofs to his sons, and bear no ill will. Let someone else offer criticism, and these two managers will fight back just like a parent would were his sons attacked.

There is nothing they resent so deeply as newspaper criticism of their players. They assume that they can conduct their own baseball households without outside interference, and as they are the parties responsible for the showing of the teams, they propose to do it.

Both are very hotheaded, and for this reason their seats on the bench are isolated and shiny—the former condition due to discretion on the part of the players, and the latter to nervous hitching about, incited by the managerial view of various plays. If some unlucky wight out on the diamond happens to err, a colleague roosting close to the manager is likely to be the



Manager John McGraw.

recipient of a spontaneous and unthinking broadside for something not his fault, simply because the manager's mind must be freed. The actual offender generally escapes, because so many things happen before he gets back to the bench that his slip is forgotten.

McGraw strives eternally to drill his baseball knowledge into the brains of his players. The thing he most abhors is a "bonehead" play. It is for such



Manager Hugh Jennings.

that he chides his Giants, not for the sort of errors that go into the box scores. If his team should play orthodox baseball, and yet lose the entire 154 games of a schedule, he would not whimper. But if a single game is lost through mental inability to grasp a situation, he raves. He cannot stand that.—Popular Magazine.

RESENTS JOSHING ABOUT AGE

Speaker Says Doesn't Matter If Hair Is Getting Gray, So Long as He Continues at Top Speed.

Tris Speaker resents being joshed about his age. He says that just so long as he continues to go at top speed it really does not matter how much the fans "ride" him because his hair is gray, but that it hurts when he is going bad. Speaker refuses to divulge his exact age, but declares that he has been gray since he was seventeen years of age, and that he is not yet thirty. Few fans will believe that Tris is as young as he would like to have people believe, but after all what does it matter? He is playing the greatest game of his career, and until he starts to slip the fans in Cleveland will not worry about his gray hair.

Job for Mullaney.

Dominick Mullaney, former American league umpire, has been appointed superintendent of a new public play ground at Jacksonville, Fla. He will lay out the diamonds and have charge of amateur games under the auspices of a municipal commission.

Frank Chance in Luck.

Frank Chance is meeting with some luck in the Pacific Coast league race. His Los Angeles team is fighting right around the top and the Peerless Leader is feeling much better.

MADE BIG MISTAKE

TRAVELING MAN "GOT GAY" WITH THE WRONG MAN.

Meant His Remarks as a Joke, but Sleepy Individual Whom He Had Abused Could Not See It That Way.

A Columbus traveling man tells of an unusual and humorous experience on the road down in south Georgia a few days ago.

A salesman had been working that section and found business fine. Cotton sales had been good and the folks had money to buy his commodity and did buy. So, his work over and an envelope stuffed with orders mailed in the post office, he felt in extraordinary fine spirits when he boarded the train to go to the next town.

The train started off and the salesman stood on the back platform, smoking a good cigar and surveying the scenery with great satisfaction. A rather shiftless-looking individual was leaning against a post near the track, a hundred yards or so from the depot. The train had gathered considerable momentum and was going fast when it passed the post.

The salesman was in extraordinary high spirits and his good humor had to vent itself some way; and it expressed itself in this most unusual manner. When the rapidly-moving train passed the shiftless-looking man the traveler leaned off the platform, shook his fingers in the other's face and in the course of two or three hilarious seconds gave him his complete industrial and personal history in terse, crisp phrases. The traveling man was smiling, and if the citizen had but known it, his apparently derogatory remarks were really an expression of overflowing good nature and satisfaction with the world, but the sleepy-looking man couldn't see anything in it but malice of the most astonishing and unexpected kind.

To the traveling man's astonishment the sleepy-looking man, galvanized into life, started down the track at full speed after the train, now going quite fast. It was apparently an unequal race and the man on the platform was lightly amused, although admiring the other's pluck and endurance. In two or three minutes, however, he was surprised to find the speed of the train lessening, and as it did so the runner made another spurt. In just a little bit the train came to a dead stop—the engine always paused to get water there, although this passenger was, of course, unaware of that fact. The Marathon runner in the rear arrived in time to jerk the traveler off the platform. The classic kind of fight followed, but when the traveling man managed to climb back on the platform as the train started off again, he had two well-blacked eyes and his new suit was sadly torn, while the gentleman whom he had decorated with several titles a quarter mile back down the track, had found and was utilizing another post and seemed in a state of perfect content.—Macon Telegraph.

Predicts a Simple Religion.

"When the war is over we are going to have a simple religion, a religion without frills," the bishop of Stepey said, addressing those who took part in the second procession of prayer and intercession service arranged by the Church League for Women's Suffrage in Hyde Park. "No frills," he added, pointing, amid laughter, to the frills on his own sleeves.

"We shall want a religion that will hold us together. We have had a great deal too much of individualism in religion. We have had too much of theology of the jolly miller who lived on the banks of the River Dee, who said, 'I care for nobody, no, not I, and nobody cares for me.'"

The boys when they came back from the front would not want mere singing, or billiards, diluted with religious thought, but something stronger and firmer, he asserted, and with all his heart he believed we wanted more religion, but a real, living, simple religion.—London Observer.

Speed of the Turtle.

The slowness of the turtle again is proved, but he gets there just the same. While hunting on Dantz run in Delmar township, L. R. Van Horn found a large mud turtle. He noticed a steel plate on its back, which bore the inscription "V. D. G., 4-15-13." It was supposed that these were the initials of V. D. Gress of Tyadaghton, and Van Horn wrote him a letter.

He replied that he had found the turtle in Pine creek at Tyadaghton and put on the plate and turned him loose. In two years and seven months his turtle has traveled 18 miles. Van Horn has had a copper plate made with his initials and address, and he will send the turtle to some point in the North Tier and have it liberated.—Wellsboro (Pa.) Correspondent New York Sun.

Deep-Sea Diving.

"Yes, sir; it seems simple enough to put on a diving dress and go down into the sea, but I can assure you that it is not quite so easy as it looks," said a deep-sea diver. "The farther one goes down below the water the greater the pressure, and, consequently, the labor and exhaustion of working is greater. You would probably find 70 feet quite deep enough for your first dive. The pressure on your head would be so great that, not being used to it, your ears and nose might bleed. In diving the rate of ascent is important. If the diver is less than 80 feet below the surface he can be pulled up two feet a second with safety; for greater depths the rate of ascent must be slower."

In Darkest San Francisco.

A superb marble figure of Christ typifying "Christianity Emerging From Paganism," the work of a famous foreign artist, exhibited at the Panama exposition, was offered as a gift to the city of San Francisco. The women of that city raised \$4,000 to meet the cost of transportation and material, but the park commissioners refused the gift on the ground that "the subject was a religious one."—Leslie's.

TAN NOW SUCCEEDS ROUGE

English Society Women Consider It a Badge of War Time Service.

London.—In these days when women are taking up the work of men gone to the front pink and white are no longer considered desirable in a woman's complexion and tan has become the fashionable shade.

"You've either got to wear a Red Cross uniform or a canteen worker's brassard or a munitions badge, or a tanned face," remarked a pretty girl. "If you come back to town with cheeks that are as brown as the earth, people immediately believe you've been helping to make hay or picking fruit. You don't need to bother about your complexion. People don't expect you to have one if you've been helping farmers. And think what it saves at the chemist's!"

A small but useful electric railway is contained within a Paris sewer.