

KITE SHAPED BALLOON TAKES FRONT RANK AS WAR WEAPON

Utility of "Sausage" Compared With More Spectacular Aeroplane In Great World Conflict Now Raging In Europe; Some Thrilling Experiences of Aeronauts On Battle Front.

The miraculous stunts of the air-plane have rather overshadowed its humbler cousin, the kite-balloon.

The work is no less dangerous if it be less dramatic, and even more fortitude is required to hang high in air tethered at the end of a cable, a mark for enemy guns, since there is none of the exhilaration that accompanies the dash of the flyer.

But H. M. S. Sausage, as the anchored balloon is called by the "Tomnies," is an important adjunct to the air-fleet. The London Post says of the value of these unhandy craft: "They are employed along the whole length of the battle-line, 'spotting' for the artillery at heights and distances from the firing-line which expose them all the time, not only to shell-fire, but to attack from enemy aeroplanes. Picture the situation of the devoted observer, perched some thousands of feet above the ground, swaying hour after hour at the end of his cable like a ship at her moorings, and offering a tempting and conspicuous mark for every enemy gunner in search of a target, and for every enemy airman on a roving commission over our lines. It is a duty that asks some nerve in the true performance of it, is it not?"

Sausage in a Sausage
But if the kite-balloon is the ready prey of enemy attack, it is not in itself discomfortable to the occupant. Its design has been vastly improved from the type of the old German dragon balloon which held the field at the outbreak of war.

By an ingenious and simple arrangement it has been found possible to make the kite-balloon keep always head to wind. That is the explanation of that "bustle" like arrangement at the end of the ship by which the wind is transformed from a disturbing into a steadying influence. The sausage shape of the balloon is another device for preserving steadiness and avoiding the teetotum motion to which the spherical balloon is liable.

In days of high and gusty wind the sausage-balloon naturally pitches a good deal—the resultant motion from the wind-force and the resistance of the tethering-cable—and the inexperienced observer may suffer severely from sickness in such conditions; but in genial weather the sensation is soothing and even luxurious; and the fiercest ground heat gives place to a delicious coolness at quite a moderate altitude.

What Observers Know
But the observer has to be trained not only to the work of observation, but to toleration, as the doctors would say, of height. He has not only to learn to watch his pressure gauges and other instruments, while picking out every significant object and portent on the horizon and maintaining constant telephone communication with the earth; he has also to become accustomed to the sensation of height—of complete detachment from mother earth—and to the changed aspect of

the landscape and its most familiar objects from his new point of view.

No one who has not experienced it can believe what "the bird's-eye view" really is—how rare and strange the face of the countryside appears at a height of 3,000 or 4,000 feet. It is to accustom observers to these conditions that the old spherical balloons are still useful. That accounts for the spectacle, which is often presented on a fine day, of several of these spherical balloons drifting over London. They carry probationers training for the certificate of the Royal Aero club, and the popular idea that these balloons are a part of London's defense against air-raids is, one fears, fallacious.

Come Into Their Own.
The advantages of the kite-balloon for observation purposes are now fully recognized. The observer is in direct communication with the ground while the aeroplane pilot is naturally in rapid flight, his position changing constantly and his communication with the ground less sure and direct. The Post says:

But it took some time for the force of these considerations to be fully admitted. The achievement and potentiality of the aeroplane not unnaturally overshadowed everything else; and so it fell out that the kite-balloon was neglected.

Artillery commanders insisted on aeroplanes for their "spotting" and the officers of the kite-balloon sections too often met with "greetings where no kindness is." Indeed, it is related—although it would not be wise to take these mess-room pleasantries too literally—that kite-balloon officers at one time had to go down the line recommending their services much in the manner of a commercial traveler pushing his wares. They had to dine gunner-officers well—to woo them to an indulgent mood—and then insinuatingly suggest arrangements for a trial "shoot," almost on the principle of "money returned if goods not found satisfactory."

Sausage Does Stunts.
But the goods were satisfactory—so satisfactory that gunners quickly came to ask for the kite-balloon and to see that they got it.

A pilot one day was at observation work in a high wind when the elevator and rudder arrangements burst. Without more ado—as if to celebrate release from a hated bondage—the balloon looped the loop twice, leaving the unhappy observer hanging to the car (now this side up, now that) as best he might. Then, exhilarated by this exercise, the balloon made a bid for complete freedom with an almost Russian ardor, and succeeded in snapping the tethering cable. Again in the revolutionary manner, it next conceived the idea of fraternizing with the enemy, and drifted toward his lines at a velocity of 40 miles an hour.

The airman not unnaturally thought that the day of his usefulness on earth was over, so he tore up all his maps and documents, smashed his camera-plates, and took his parachute. He

landed safely 1,000 yards from the German lines, with no greater injury than a bad shaking up and some severe cuts and contusions from falling among trees. Today he is well and at work again.

Showed True Metal.
Another airman had the disagreeable experience of having his kite-balloon shot down, not once, but twice in one day, by enemy aircraft; and yet he made a third ascent as soon as a new balloon could be found for him. Remember that each time after the destruction of his balloon this airman's only escape was by parachute, and though in strict theory and in favorable circumstances descent by parachute is reasonably safe, it is an exploit that puts no mean strain on the nerves. To jump into space at a height of several thousand feet, trusting that the little folded bag attached you will presently open out umbrella-wise and softly "descend like the dew or the rain" is a thing that the hardest men would not choose to do twice in the same day, to say nothing of inviting a third repetition of the ordeal.

Roses Gathering Again For Ebbe's of Flatbush

The roses are again gathering in the cheeks of Charles Ebbe, Brooklyn's best known base ball impresario. It was hard sledding for the Squire last season, and he finished somewhat worn and wan, but 'e's perking up now. "The injuries to Daubert, Wheat and Myers, which kept them out for days at a time, 'one were enough to wreck 'em," he explained yesterday, "but nex. season we'll be in the first division and have as good a chance as anybody else, and when I say that I really, that the Giants are a powerful club and, like this year, will be hard to beat."

Nurse At Front, Relative of Omahans, Killed By Bombs

Word has reached Omaha of the death of Miss Mabel Milne of Craigie, Perth, Scotland, in a German raid on a base hospital in France September 30. Miss Milne was a granddaughter of Mrs. Margaret Lee, and a niece of Mrs. David Linn, 1535 Park avenue, and a cousin of Mrs. L. C. Sholes and Mrs. C. W. Newport of Omaha. She was attached to the Thirty-eighth Scottish general hospital. Few details have been received, but it is understood that three other nurses were instantly killed by the bombing party. Miss Milne died October 2.

Fair Weather Predicted For Omaha Next Week

Washington, Nov. 3.—Weather predictions for the week beginning Sunday, issued by the weather bureau today, are:

Plains states and upper and middle Mississippi valleys: Fair, except rain or snow during the early days over northern districts and end of the week. Temperatures somewhat high early in the week, followed by substantial fall over northern districts.

Parisian Stage Favorite Quits Footlights for Veil

Paris, Nov. 2.—Mademoiselle Eve Lavalliere, for years one of the familiar figures of Parisian life and long favorite at the Theatre des Varieties, has left the stage to take the veil. She has sold all the luxurious furnishings of her apartment, divided her dresses, furs and jewels among her friends and in a day or two will enter the order of Carmelites.

INFLATION BEGINS, BANKER'S WARNING

American Business Must Face Issue and Not Look Upon War as an "Extra," Says Miller.

Philadelphia, Nov. 3.—With a warning that inflation already had begun, A. C. Miller, member of the Federal Reserve board, told the national conference on financing the war here today that American business must not undertake to carry the war as an "extra" but must exercise the vision and the imagination necessary to see the great changes in economic organization essential to victory.

Mr. Miller pointed to the increase in Federal Reserve bank investments as evidence of the existence of inflation, partially responsible for the rise in commodity prices, and declared if this increased it was not unreasonable to expect that before long the reserve system would be made into a great engine of banking inflation.

Estimating the annual actual savings of the American people at \$15,000,000,000, Mr. Miller suggested that \$12,000,000,000 would be left to absorb loans after deducting \$3,000,000,000 to meet war taxes. Since appropriations for the coming year aggregate some \$20,000,000,000, he said, \$5,000,000,000 must be added to the nation's savings if the war's expenses are to be met.

Mr. Miller stated his opinion that it would require all of the economic resources of the country to win the war.

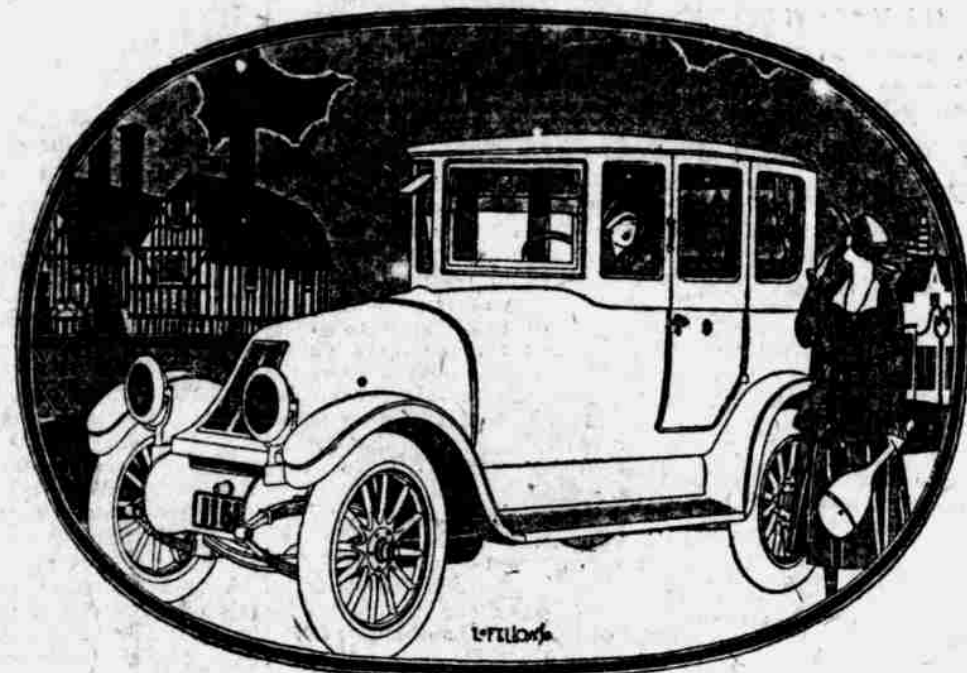
"I have it on competent authority," he said, "that it takes the labor of four men, working in industries of one kind or another, producing military and other needed supplies, to maintain one soldier at the front. This means that an American army of 1,000,000 men will require the output of 4,000,000 men working in factory, field and foundry."

"I also have it on competent authority that the munitions, provisions and other maintenance of the armies and civilian populations our allies in Europe must have from us will require the output of more than 10,000,000 laborers in this country."

"If we accept as approximately accurate the estimates of our present available labor supply as amounting to 30,000,000 workers, the magnitude of the economic problems with which we are confronted is suggested by the requirements that one-half or more of our existing labor supply must during the war be devoted to the producing of materials and supplies to be consumed by our own and the armies of our allies and the civilian populations in Europe, which are dependent on us for part of their necessary keep."

Three Cushion League Offers \$7,500 in Prizes

The Interstate Three Cushion Billiard league will distribute nearly \$7,500 in prizes to winners, high scorers and average players this season.



WHY BUYERS OF ENCLOSED CARS NOW PREFER THE FRANKLIN

THESE are days when everyone wishes to be more self-reliant—the help on the place, are at the Government call for War or for Industry. It is the greatest of times for a self-contained car that any member of the family can drive and use.

Most people think of an Enclosed Car as something formidable—heavy, hard to handle, complicated, expensive, and requiring a mechanic—too much car for these self-reliant times. And this has been so, concerning the cars they knew.

It was the Franklin that put the new type of Enclosed Car on the map and inaugurated—because it made it possible—the Vogue of the enclosed Car for all uses.

The Franklin Enclosed Car is light, flexible, resilient, easy-rolling—with the economies and advantages of all the Franklin Open Models.

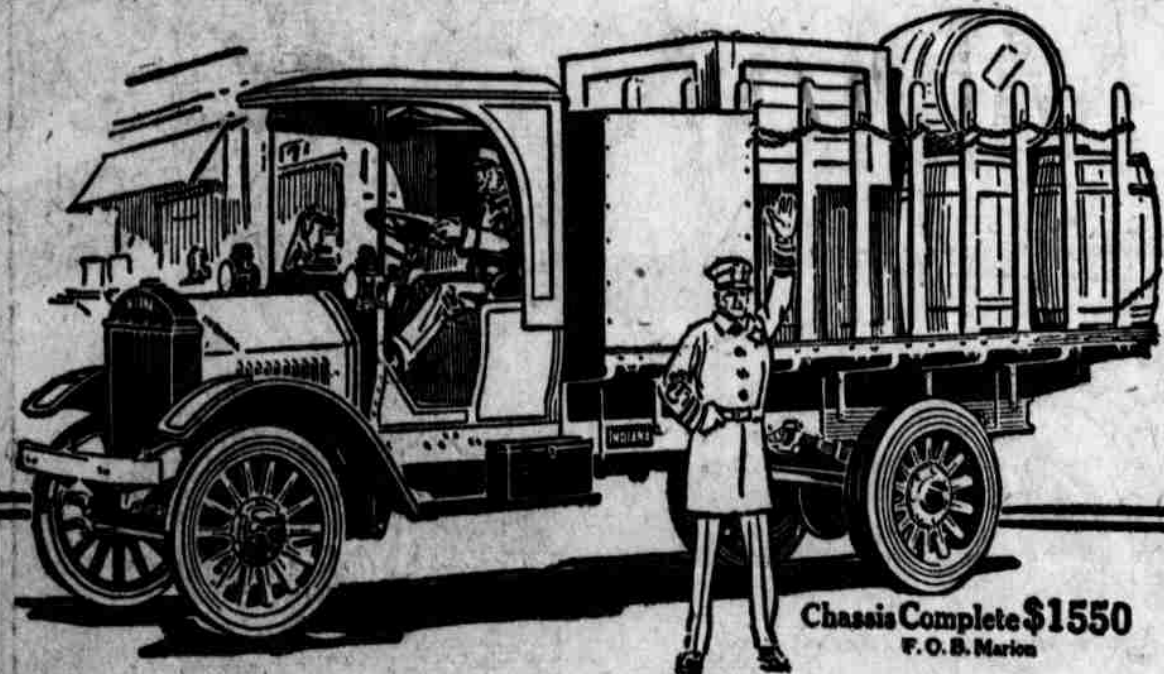
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Chassis Complete \$1550
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Earns a Rate of \$6,000 Per Annum

Let an Indiana truck earn for you as this one has earned for George E. Atwater, of Sioux Falls, S. D. Here is his report:

"My Indiana Truck paid for itself in six months, and it is earning at the rate of \$6,000 a year. Upkeep is insignificant, and gasoline, oil, etc., are very low. It is entirely satisfactory in every respect, and my results with it are bigger than I expected.

(Signed.) "GEORGE E. ATWATER.

Other Indiana Records gleaned from 1,000 lines of business: Hauled as low as 6 1/2 cents per ton mile; earned \$80 to \$100 a day; a seven-truck fleet earned \$50,000; the first Indianas built have paid back their purchasers Millions of Dollars in Earnings.

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INDIANA Trucks

Save owners big money because of 112% Reserve Strength in heavy duty motor—crankshaft 80,000-mile axles—frame—brakes—clutch. Save \$100 to \$1,000 on prices: 1-ton \$1,550; 2-ton \$2,250; 3 1/2-ton \$3,000; 5-ton \$4,000.

Your Indiana dealer will let you pay as the truck earns itself.

Write for Operating Costs Book giving detail figures "averaged" from records of many Indianas in service.

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The Force of Friendly Thoughts

Dodge Brothers business has just reached and passed another milestone in its history.

In less than three years approximately two hundred thousand Dodge Brothers Motor Cars have been placed in the hands of owners.

If this sales-record represented the appeal of a price, the total would not be particularly impressive.

The important thing is that the car is not thought of in terms of price, but in terms of value.

How often you hear the car spoken of—and how seldom the price!

It is the quality of thought that surrounds it which makes this success noteworthy.

Because people think well of these cars, it is still impossible for Dodge Brothers to build enough of them.

Seldom has there been a finer example of the force of friendly thoughts.

It is an inspiration and an encouragement to build well—because the reward, in America, is so great and so sure.

With nothing but good will toward them in American homes—how could Dodge Brothers do less than they have done?

Nothing has checked or hindered for so much as a single week, the continued bestowal of this recognition and reward.

The eagerness to own the car is greater today than it ever has been.

The reason is not far to seek.

Take first the mere numerical ownership.

Remember that the satisfaction of these two hundred thousand owners is not casual, but deep and profound.

Multiply them by the average family of even three.

Remember that all of these are warm friends.

Then think of that leaven of thought leavening the whole mass.

You will begin to understand, then, why Dodge Brothers have been building new buildings ever since the business began.

You will understand why the works in which the car is built are still steadily spreading and expanding.

You will get an idea of how much men can do when the homes of America are solidly behind them.

It will pay you to visit us and examine this car

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