

SCHIFF TELLS OF JEWISH WELFARE WORK IN FRANCE

Well Known Financier Studies Recreation Conditions for the Army of Occupation "Over There."

New York, April 5.—(Special.)—Returning recently from a tour of France and Germany, during which he visited all the Jewish Welfare board centers erected to serve the American expeditionary force Mortimer L. Schiff, chairman of the finance committee of the board, and member of the committee of eleven, expressed satisfaction with the efforts being made by the various welfare agencies, to supply the 1,000,000 American troops still in Europe with suitable recreation and entertainment, and educational.

"While I am a member of the executive committee and the chairman of the finance committee of the Jewish Welfare board, I went abroad primarily as a member of the committee of eleven," Mr. Schiff said. "As is now generally known, the committee is representative of all welfare organizations ministering to the troops, and the chief work of which has been to co-ordinate and standardize the services and activities of these agencies. I am glad to say that much progress has been made in establishing a better understanding between them and that agreements have been reached on a number of the most important points. I had the privilege of seeing a good deal of our troops overseas, and have been much impressed, as has every other observer, by the caliber of our men.

Soldiers Are Homesick.
"Now that the stimulus of actual fighting is over, they are bored and homesick, and it is just that which makes it so important that the various organizations should work together in providing the maximum of leisure time activities. This is thoroughly understood by our officers from General Pershing down, and they are encouraging and helping the work in every way. "As to the Jewish Welfare board, much progress has been made in establishing it overseas on a basis broad enough to enable it to render real service, not only to the men of our own faith, but to all others as well. It must be borne in mind that the function of the Jewish Welfare board overseas is to supplement the work of the other agencies so as to provide specifically for the needs of the Jewish men. We have therefore laid great stress on co-operating with the Jewish chaplains, of whom there are now almost 20 in France, in helping them with motor cars and other assistance to meet the needs of the men irrespective of their religious faith, who they find they can serve in one way or another.

Ten Centers Opened.
"When I left France, toward the end of February, 10 Jewish centers had been opened, four more had been authorized, and other were under consideration. The amount of work which we can do in France is limited only by the number of first-class workers whom we can make available for this purpose. At the present time we have over 100 such workers, and we are bending every effort to add to this force, accepting, however, only such as by training and temperament would seem to measure up to the highest standards.

"I spent more than two months in France and visited our Third army, the army of occupation in Germany. The scattered positions of many of our men in France make welfare work highly important there, and in the Third army, the extensive territory over which it stretches in itself calls for a very considerable force of workers. Indeed, this fact impresses me in particular—that there never has been a time when it has been more important for the agencies serving our troops to do their utmost to furnish them with recreational, educational and religious opportunities and facilities. The Jewish Welfare board is now equipped to assume its share of this responsibility and I believe that it is making a distinct contribution toward the comfort and happiness of our troops abroad, as it has done these many months in the case of our troops here.

Rundown Cells
Increased amperage may be secured from partly run down dry cells by crowding the material near the carbon element down with a small bit of wood and a hammer. This loosens the obstructing material from around the carbon and permits free chemical action. The asphaltum material may be sealed again by the use of a little heat.

Clear Vision
Strong soapsuds made from automobile soap and rubbed on the glass of the windshield and allowed to dry will prevent fog or rain from obscuring the vision through the glass. Kerosene is sometimes used for this purpose, but it does not last as long as the above, and glycerine is also recommended.

Short Circuit at Gap
Short circuiting at the spark gap is sometimes caused by small metallic beads, formed by the intense heat of the spark. These beads form a bridge between the electrodes across which the current passes. This trouble, fortunately, is easily discovered and cured simply by removing the beads.

Cleaning Vacuum Tank
The tank of the vacuum fuel feed system should be cleaned out at least once in three months. The operation is not hard to carry out. The top of the tank should be removed and the inner vacuum chamber taken out. This enables the operator to reach the lower chamber, from which all dirt should be removed.

Home-Made Vaporizer
Wire cloth of the kind used in milk strainers may be used to make a very effective vaporizer by placing a section of it on both sides of the gasket between the carburetor and the intake manifold. This serves to break up the fuel into finer particles, an operation that assists vaporization.

Inventions of Airship and Plane Types by Omahans Aided in Development of Aircrafts to Present State

Baysdorfer Brothers Created Dirigible Balloon in 1907 and Huge Biplane a Year Later.

By JOHN KENNEBECK.
How many Omahans remember the experimental flights in 1907 of the first Omaha-made dirigible from the old Dietz club grounds at Thirtieth and Spalding streets?

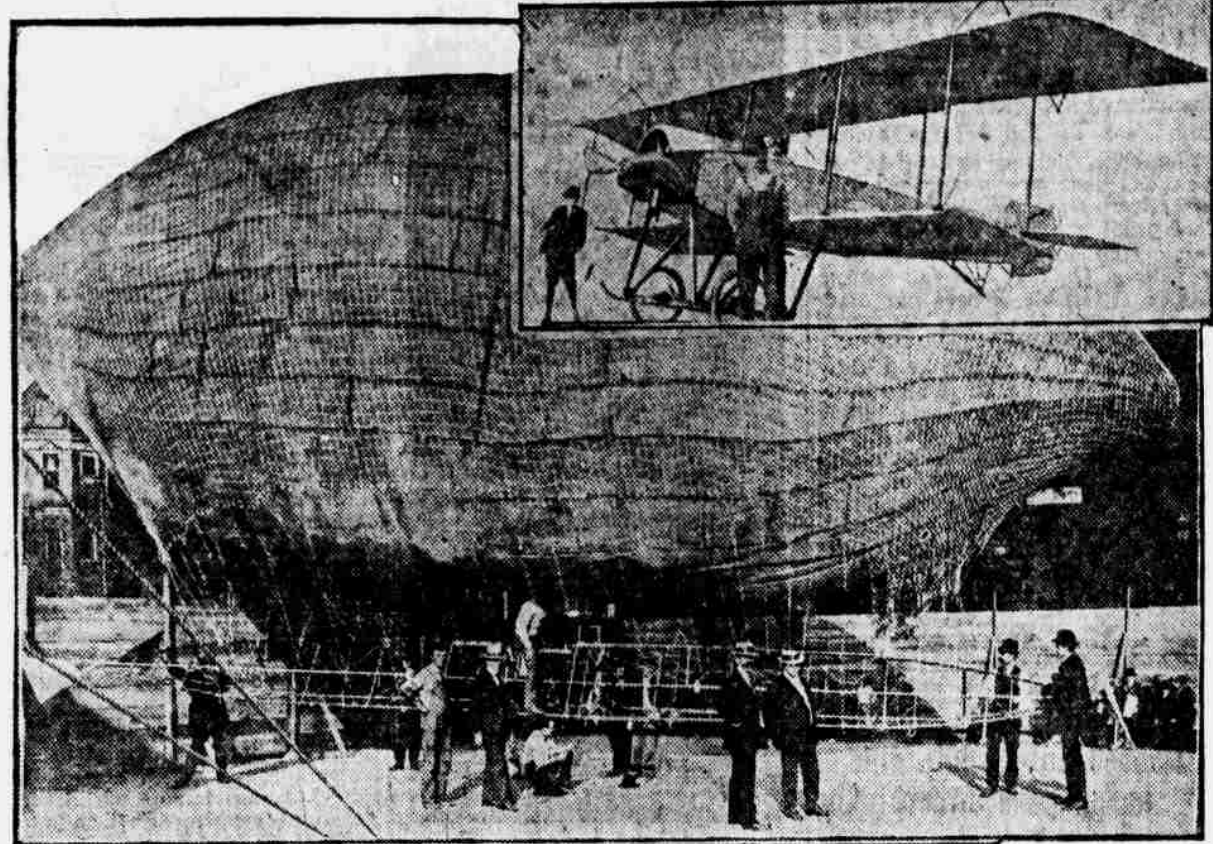
How many remember seeing Charles Baysdorfer, Omaha inventor, a year later soaring over Omaha at a low altitude in a biplane of his own make? Today, the three Baysdorfer brothers—Charles in Georgia, Otto and Gustav, in Omaha—are continuing experiments in aircraft and developments of the gas engine. Their success in constructing and flying the first dirigible, as well as the first airplane in Omaha, grew out of their experiments with gas engines.

Had First Motor Vehicle.
The credit of having built by hand and driven the first motorcycle and first automobile in Omaha streets is also accredited to the Baysdorfer brothers, who later won international fame through their participation in exhibition flights with renowned airmen as Curtiss, Tom Baldwin, Jack Dallas, Eugene Ely and Lincoln Beachey.

Their First Balloons.
There was cause for the rumors, for following six months of steady work in the old market house, Fourteenth street and Capitol avenue, a huge gas bag, made wholly of Japanese silk, and measuring 52 feet in length and 18 feet in diameter, made successful flights at exhibitions and state fairs throughout the United States. The material in the bag cost more than \$5,000. To this an additional cost of \$125 had to be added each time the dirigible was filled with hydrogen gas.

No Special Pilot Seat.
No special seat was constructed for the pilot, who had to rely upon his own cleverness and nerve to steer the dirigible and simultaneously keep from falling.

Strips of Japanese silk measuring 780 yards were used to make the huge bag. The first task in the construction was the varnishing of the choice silk, after which it was hung to dry in the old market house for several days. The next stage of development was the sewing of the strips, a tedious task,



and the cutting of the material to conform with the plans. The sewed bag was then inflated with air to determine positions of possible leakage. A coat of varnish on the outside was then given the product, followed by another coat of varnish on the inside. Otto and Gustav Baysdorfer did this careful work themselves.

The interior, when inflated with air, made it a typical fairland. It appeared like a huge spider web, the heavily sewed seams spreading from an extended point. The next stage in the making of the air machine was the construction of the suspending car, made of spruce wood, durable to support the heavy four-cylinder engine. Every part of the engine, together with the various gears and chains to drive the propeller, was made by the Baysdorfers. The final development of the dirigible was the inflation with hydrogen gas, made out of sulphuric acid, iron and water.

First Flight in 1907.
The first flight was made on the early evening of August 17, 1907, from the old Dietz club grounds. The experiment was heralded far and wide. Thousands followed a parade in honor of the Omaha experimenters to the grounds, and shouted in surprise when they saw the huge propelled gas bag ascend majestically with Pilot Charles Baysdorfer in the rear. The method used to steer the dirigible was for the pilot to add weight to the stern of the car when ready to ascend, and to crawl to the bow of the frame when ready to descend.

Though the landing made from the first flight was in Thirtieth street, later developments of the dirigible brought contracts for the Baysdorfer brothers to fly their home-made product in other cities. At the balloon meet in St. Louis in 1907, the Baysdorfer brothers

won additional renown by piloting their first made dirigible high above those of Jack Dallas, Tom Baldwin and Curtiss. Thousands of persons watched Charles Baysdorfer pilot the huge dirigible nearly out of sight, and then make a safe landing on the outskirts of the city after he ran out of fuel for the motor.

Tours Country With Troup.
Following several flights at county fairs throughout the middle west, Charles joined the Moisant troupe, French aviators. Throughout the summer of 1908 he toured the United States with this troupe giving exhibition flights.

During the past 10 years, while Otto and Gustav Baysdorfer have been experimenting in various mechanical devices at their home work benches at 210 North Eighteenth street, Charles has been making airplanes in Florida. He built one of the scout planes being used to this day by Katherine Stinson, noted aviatrix.

Curiosity Was Basis.
When asked why they did not extend their experiments into a commercial proposition to become wealthy, Otto replied: "Money? What's money when interest in the craft of mechanics is paramount? Out of personal curiosity we delved into the game." The Baysdorfers are continuing experiments along mechanical lines.

Spring Clips
After a car has been in service for some time there is a tendency of the spring leaves to fit somewhat tighter together, owing to the smooth surfaces that have been produced. This

makes the spring a little more compact by a few thousandths of an inch, but this is enough to loosen the spring clips. These latter parts should, therefore, be drawn tight after a thousand miles or so of travel in the new car.

Gear Ratio Changes.
When it is desired to get more speed into an old car, one of the operations necessary is to change the gear ratio of the rear axle. Racing cars use less than three to one reduction and this change can be made in the ordinary stock model by fitting a new differential ring gear and driving pinion, which can be obtained from the maker of the car.

In removing the cylinder block from the chassis the utmost care must be taken not to injure the parts. It is very easy to spring the rods out of true if the cylinders are not lifted off straight. For this reason in removing these parts one person should do the handling while a second takes care that no injury is done to the pistons or rods.

PRACTICAL PARAGRAPHS

By S.P. La Due
Rattle in Shackles

Spring shackle, play or looseness between the spring end and the shackle may give much trouble until discovered. Rattling caused by this looseness will be more frequent and distinct when the car is riding over fairly rough roads. A good method of taking up the play is to place shims between the spring end and the shackle, or the play may be removed by tightening the bolt. Watch the shackles and do not allow mud to accumulate, as small particles of glasslike substances in the mud may make their way to the working parts and cause excessive wear. Lubricate the shackle bolts generously.

Valve Clearances
In many of the older car models no means of adjusting the valve clearance is provided. By slipping one or more fibre or metal disks of sufficient thickness to take up the excessive play between the bottom of the valve stem and the push rod this trouble may be obviated. A metal retainer cut from sheet metal will keep the disks in place.

Wheel Bearings
Every time a wheel is removed the bearing cup is removed with it, and consequently the bearing must be adjusted properly when the wheel is replaced. The best method of doing this is to turn the bearing up tight and then revolve the wheel a few times by hand, which overcomes any tendency to backlash.

License Plates
With some of the big license plates in use today the car owner ought to remember that with certain radiators the plate may shut off a good portion of the radiating surface available. This may be enough to cause chronic overheating. Be careful where you fix your license plate.

Oscillating Valves.
In grinding valves it is important that they be lifted off their seats and oscillated as the grinding proceeds. By fitting a spring under the head of the valve, so as to lift the valve whenever the pressure of the tool is lightened, this operation is greatly simplified.

Emergency Starting
When the electric starting system refuses to start and the crank has

been left home in the garage; the motorist still has methods of getting the car going. The best way perhaps is to jack up one of the rear wheels and turn it by hand with the clutch engaged and high gear shifted in. The spark should be retarded and only a small throttle opening allowed. Before removing the jack, the gears should be shifted to neutral again.
Watch for The Bee's Rotogravure Section next Sunday.

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Oldsmobile
SETS THE PACE 20th Year

Check the Oldsmobile Eight with the Liberty Motor

There has been on display in this city a Liberty Motor such as was recently developed by our Government for aviation purposes. Some of the features of this motor are as follows:

- "V" type motor (cylinder set at an angle).
- Positive feed oiling through drilled crank shaft.
- Lynite (aluminum) pistons.
- Forked and blade type connecting rods.
- Babbitt lined bronze bearings.
- Delco ignition system.
- A. C. spark plug.
- Fixed jet carburetor.
- Intake manifold exhaust heated.

It may interest you to know that each of the above features is embodied in the Oldsmobile "Eight," and has been through three series of this type—our Model 44 (1916-1917), and the present Model 45-A Oldsmobile (1918-19).

Is this not proof conclusive of correct engineering design? Does it not show Oldsmobile practice to have kept abreast of the times in this respect? We believe it does.

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