

Describes Trip in Giant Dirigible

GIANT AIRPLANE DESIGNED FOR WAR MAY CROSS OCEAN

Great Vehicle, if It Should Land in Street, Would Cover More Than Three Blocks.

HIGH SPEED IS ATTAINED

Passenger Scarcely Realizes That He Is Moving Through Space at Mile a Minute.

By Robert Welles Ritchie
London, March 29.—Through the courtesy of the air ministry, an interview was had today with Captain Lance Rushbrooke, royal air force, who recently flew as a passenger aboard the giant R-33, Britain's greatest dirigible, when it made its three hour trial trip from the Setby hangar in Yorkshire. The craft since has made a successful cruise around the coast of Ireland, after remaining in the air nearly 20 hours.

It is whispered that this is the aerial craft upon which England is pinning her hopes of winning the glory of being "first across the Atlantic."

Built by Armstrong, Whitworth & Co. for use of the British admiralty, the giants of the air was designed originally for war work. Her armament was to include machine guns and rapid firing guns and from her gondolas four bombs of 530 pounds each and eight of 250 pounds were designed to be dropped upon the enemy.

Giant Craft 670 Feet Long
Were the R-33 to settle down on Broadway, the great skyflier would more than fill the street and stretch for three blocks. Her length is 670 feet and at her greatest diameter the huge girth of the rigid gas bag is 79 feet.

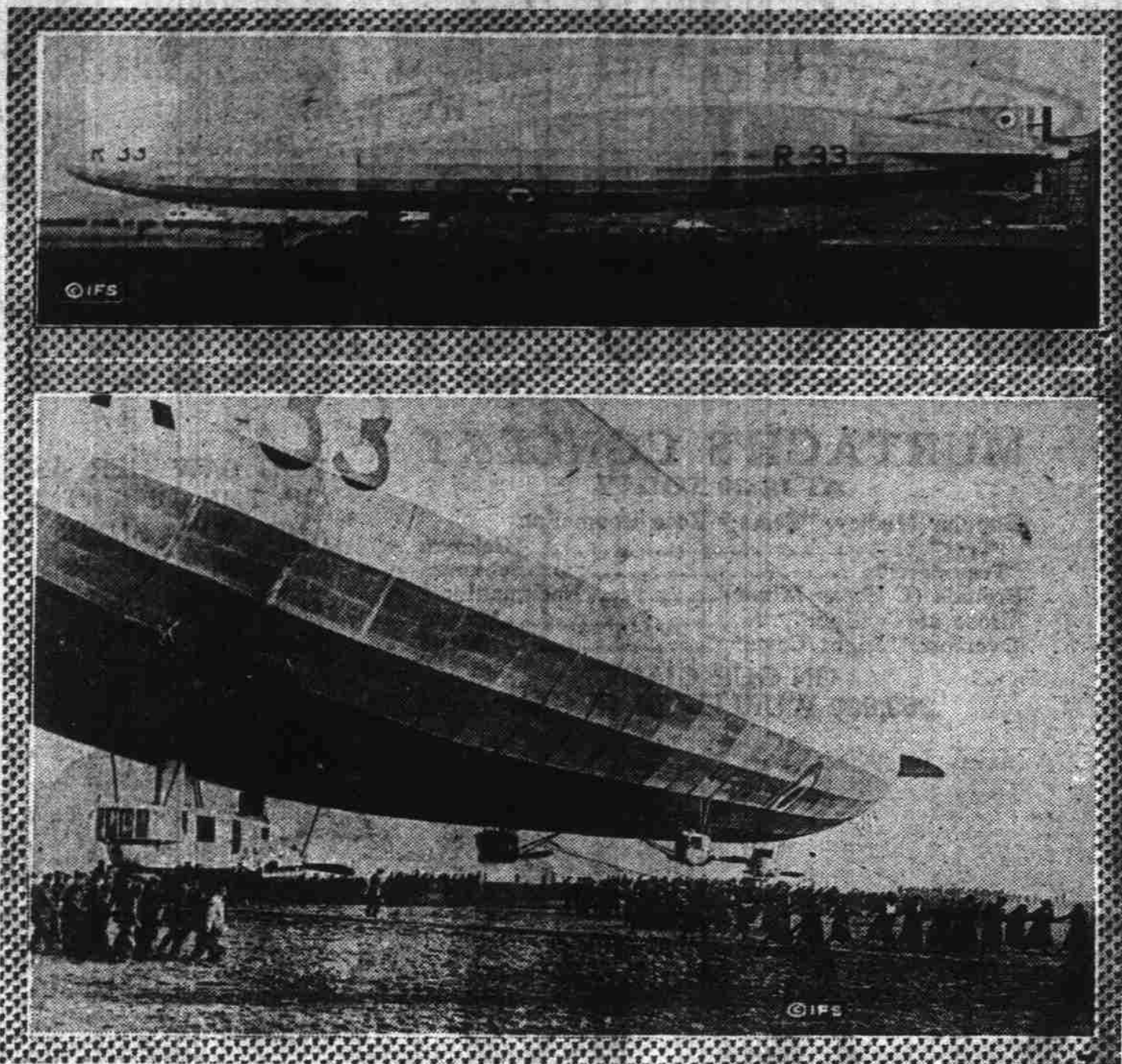
Four gondolas, one forward and one aft in line and two abreast amidships swing under the gas bag and five engines capable of developing 250 horsepower drive the huge craft at a maximum speed of seventy miles an hour.

The amidships engine in the twinpower cars were already running at low speed when I clambered into the control gondola, under the bow of the airship.

When Major Thomas, the commander, signalled to the ground officer that all aboard were ready.

"At the blast of a bugle all hands let go and the vessel rose slowly from the ground. Perceptibly the men on the ground grew smaller and shorter. The sudden clang of a bell twice repeated aroused me from the first awed sensation of flight and almost immediately a muffled drone behind me announced the starting of the engine in the com-

TESTING GIANT BRITISH DIRIGIBLE



The upper photo shows the giant R-33, the British dirigible recently completed at Selby, England, where it is being tuned up for a transatlantic flight. The lower photo shows the big airship leaving the ground for its trial flight.

partment adjoining the control cabin, in which I stood.

Captain Explains Details
"Looking out from one of the windows along the vast fish form hull of the ship, I saw a cascade of water ballast pour out from an aperture in the keel, followed in a moment by another towards the stern.

"We were now well clear of the ground and rapidly climbing with up-lifted bows. The airship was remarkably steady, however, and but for the diminishing size of objects on the ground, passing slowly a thousand feet below, one was scarcely conscious of motion."

"My surroundings now claimed attention. The helmsman and height coxswain at the rudder, and the elevator wheels, were intent on their duties and I ventured to approach the captain who had been engaged at the chart table on the opposite side of the cabin.

"As occasion permitted he explained to me the uses of each of the numerous clocks and control boards; the bubble statoroscope, which is sensitive to the slightest rise or fall, gas thermometer, gas valve, controls, the controls for the water ballast discharge and the trail rope release. The engineers' telegraphs were operated by turning an indicator handle on a dial marked with the necessary commands, one communicating with each engine room. In addition the captain could talk either by the telephone or voice pipe to every station of the ship.

"The air speed indicator, to my surprise, was registering 52 knots—40 miles an hour. One has no sensation of speed in this huge vessel. We were traveling at considerably more than the velocity of an express train, without the slightest sense of speed, and none of the clamorous shrieks of engines and wires that is noticeable in flying in an airplane.

"Presently the captain invited me to take a walk through the corridor to the rearward cars.

"Viewed from the outside the airship looks vast in its proportions, but in the keel corridor, the end of which seems to disappear in the obscurity of the dim light, the ship seems even more colossal. Above one's head are the huge gas bags, each fitting closely into its chamber and separated from the adjacent bags by radial wires across the circumferential frame of the hull. The keel corridor is like a tunnel with the sectional ship of an inverted V, the gas bags when full reaching down on either side.

Bunks Provided for Crew
"Walking down the center gangway, one passes a long row of petrol tanks and water ballast bags on either hand. Some of these petrol tanks are suspended from quick release hooks, so that on pulling a lever they can, if necessary be jettisoned as ballast.

Further along down the corridor we came to the quarters for the crew while off duty. No doubt the bunks are appreciated on a long flight. My guide informed me the ship could cruise for 100 hours if necessary.

"The warmth of the rear power gondola was very welcome. It was little more than a durallumin shell surrounding the two big engines and gearing which drove the 20-foot propeller at the after end.

"We were now approaching the coast, nosing our way through cloud drifts down to the airship station. Alternately one had glimpses of the sea on one hand, with tiny ships leaving long white wakes in the water, and on the other hand the frosted country, the clumps of trees and buildings standing out as black blotches on the general whiteness."

Women "Run" Booze
Lincoln, Neb., March 29.—(I. N. S.)—Women have taken beer running liquor into Nebraska from Wyoming in violation of the national "bone dry" law, according to Federal Attorney Allen.

Three women have been arrested and will be tried by the federal government, Mr. Allen said. They are alleged to have brought the booze from Wyoming to Sidney, Neb.

Hear Dr. Pence's Sunday morning series of sermons on "The Master of Men in Action" starting today at Westminster Presbyterian church, 1400 Broadway or Irvington cars.—Adv.

A patent for cutlery made of bamboo has been granted a Japanese resident of Seattle.

An innovation this year is the institution of consulting rooms for the commercial attaches of several of the legations where people desirous of doing business with the countries represented can be given full information.

This novelty pleased the director of the Leipzig fair who visited the exhibition and said that he hoped this city would be able to introduce the feature in the future.

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Restrictions on Hun Might Bring on Opposite Results

Special Cable to The Journal and the Chicago Daily News.
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Paris, March 29.—French aviation experts are agreed that it is impossible to prevent Germany or any other nation from building commercial airplanes in time of peace which can be used as bombing planes in case of war. The difference between a bombing plane and a commercial plane is so slight at the present time as to be practically negligible.

Germany can be forbidden to manufacture bombs and explosives, but the experts, but she can hardly be forbidden to make airplanes. It is even doubtful, adds one French engineer, if such prohibition is desirable.

"German collaboration in the progress of science and industry," says this engineer, "should not be discredited provided a League of Nations is organized permanently. Industrial prohibitions and economic oppression might bring about results exactly opposite to those intended. Free competition in peaceful fields presents fewer dangers."

The true means of avoiding danger is therefore said to be not forbidding the Germans to manufacture airplanes but developing this industry to such an extent in France, England and America that if the Germans should ever again be tempted to bomb French towns they would be deterred by fear of truly terrible reprisals.

Business Paralyzed in Europe Because Affairs Unsettled
By W. J. L. Kiehl
Special Cable to The Journal and the Chicago Daily News.
(Copyright, 1919, by Chicago Daily News Co.)
Utrecht, March 29.—The unsettled conditions in Europe are paralyzing business. The Leipzig fair has been postponed until the end of April owing to transport difficulties in Germany. In Holland Bolshevism and the long duration of the peace preliminaries are having a bad effect. No one dares to venture upon big enterprises while conditions are so uncertain. The ruin of the central empires and naturally destroyed their buying capacity and impaired their credit. This is severely felt in Dutch commercial circles.

Recently a large party of Danes visited Utrecht and a number of Swiss, Belgians and Britons have also come leading to the hope that the Utrecht fair next year will be internationalized so that other nationalities will be among the exhibitors leading to a healthy competition between Dutch industry and that of other lands.

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MISSION MAY BE SENT TO POLAND BY THIS COUNTRY

Financial and Industrial Commission Would Be Similar to Those of Other Allied Countries.

GERMANS KEEP CHASM OPEN

Although There Is Some Effort Toward Commercial Understanding, Soldiers Still Busy.

Special Cable to The Journal and the Chicago Daily News.
Copyright, 1919, by the Chicago Daily News Co.
Warsaw, Poland, by Courier to Paris, March 29.—An American economic, financial and industrial commission for Poland similar to those of the other allies, now busily at work here, may be formed in the near future as the result of the efforts of business men from Poland who some time ago left Warsaw and are in Paris in connection with the peace conference work.

The British, through an economic mission, including trained salaried men, merchants and business men, and French representatives of large firms, together with Swiss and other neutral agents, are now and for a week have been busy making a survey of the financial needs, industrial, business, trade and commercial situation of Poland and getting orders for machinery and goods of various descriptions.

Merchants, manufacturers and business men generally everywhere in Poland have declared their desire to do business with American firms, but hitherto no representatives of such firms or interests have been on hand.

Aware of Opportunities
That the American members of the interallied mission here, in connection with inquiries to determine claims as to territorial boundaries and also to end the attacks on Poland which are forcibly resisted on four fronts, are aware of the great business opportunities, and the fact that other peoples here are engaged in economic, business and trade matters, while we are still waiting, is admitted, but the question of booming business for America is outside of their province. The members of this mission are busy with the work outlined for them.

Conference Has Humor Oddities Are Amusing

By Fred S. Ferguson
United Press Staff Correspondent
Paris, March 29.—Sam Gompers, president of the American Federation of Labor, is probably the funniest dressed man of the hundreds of various officials drawn here by the peace conference. In his fur-lined overcoat and cocky little soft hat, Gompers looks like a bank president.

Most everybody connected with the peace conference is getting the story telling habit. Whether it is a result of the precedent set by President Wilson, or just a natural bubbling over, isn't clear—but, anyhow, everybody's telling 'em.

Henry White, Republican member of the American commission, tells stories of other peace parleys and of his experiences of years back in various diplomatic posts. White knew Lord Robert Cecil when Robert was a boy.

Colonel House has also taken to telling stories. The colonel has the diplomatic advantage of every one thinking he is very "mysterious." He also has the reputation of being terribly silent. The colonel, however, often explains situations as they exist in the conference by telling a story of some incident in ordinary life in which he figured.

The next man you see who shows absolutely no emotion, no matter what the provocation, put him down as having a "Hedias face."

A "Hedias face" is a "poker face" raised to the nth degree. As a matter of fact, a "poker face" radiates emotion, as compared to the "Hedias face."

The Prince of Hedias of Arabia introduced the face to the world when he came to Paris as a delegate to the peace conference. No matter what may be going on about him, the expression on the face of the prince never changes. His eyes are always looking straight ahead, dark as night. His swarthy face is framed in the loose folds of his silken Arabian head-dress of subdued colors. He suggests the mystic.

Aside from the head-dress, the prince wears clothing of modern cut. Over this, however, he wears a loose black silken robe-like coat, caught in at the waist by a girdle. On formal occasions he wears a long, richly carved ivory and gold-

handled dagger in his belt. He moves silently, but with a quick nervous step. His expression is neither repelling nor friendly. It is neither cold nor warm. It is neither animate nor inanimate. It is simply—Hedias.

Listening to long drawn out speeches about things and places they never heard of before is too much, even for statesmen and diplomats upon whose shoulders rests the job of establishing the peace of the world.

But to the delegates of some of the smaller powers the question of whether the eastern boundary shall be to the right or left of the river Odra, or whether they are to have proper protection for the Poo-Bah railroad, is far more important than a League of Nations, freedom of the seas, peace with Germany, or anything else. Their viewpoint is based about on the idea that unless it is firmly fixed right now whether it is to be permitted to be violated the neutrals will be dropping duck eggs instead of hen eggs with it—then the whole world is simply going to pot.

Only a few of the delegates actually "hear" the claims. Most of them sleep. On two or three occasions speakers "advancing the claims, etc.," have become somewhat peeved when the audience began dropping off to sleep. But that didn't disturb the sleepers.

Ice cream soda at 50 cents a glass, and without even two straws if you're taking your best girl. That's the price in Paris. There is just one place in town where the great American combination is to be had. It is being discovered by a new bunch of soldiers every day. The price doesn't matter to a doughboy or an officer when he sees the prospect of a chocolate soda, and the shop does a rushing business on its 50-cent-a-throw basis.

Most Americans visiting the shop are satisfied to revel in a soda, but one officer started something recently when he tried to get a "sundae." There are various things that are hard to say in French, but when it comes to trying to explain to a French soda clerk how to make a sundae, this officer found he had discovered something entirely new in difficulties. Finally he gave it up with "Oh, gimme a choo'lat savy."

Has It Figured Out
Melbourne, Australia, March 4.—(By Mail.)—Germany is easily able to pay to the allies an indemnity of \$50,000,000, it has been estimated by Commonwealth Statistician Knibbs of Australia.

BOLSHEVIKI MAKE GAINS IN SOUTHERN PORTION OF RUSSIA

Ukrainians Who Have Been Holding Reds in Check Face About and Augment Forces of Lenin.

GAINS MADE ON BLACK SEA

Great Wheat Area of Europe Is About to Fall Into Hands of Leaders of Russian Radicals.

Special Cable to The Journal and the Chicago Daily News.
Copyright, 1919, by Chicago Daily News Co.
Paris, March 29.—While the peace conference, having failed to solve the Russian question, has dropped it temporarily, the Bolsheviki seem about to conquer all of Southern Russia, where hitherto they have been held in check by the Ukrainians. Their troops are fighting the Don Cossacks only 150 kilometers (90 miles) northeast of Rostov. The important ports of Kherson and Nicolaioff on the Black sea have fallen into their hands. Bolshevist uprisings have been reported in Odessa itself, where the allies funded troops only last December under cover of the guns of the French navy.

Kiev has been taken by the reds. The anti-Bolshevist government of Petlioura has fled to Vinnetza, from which the Bolsheviki are only 65 kilometers (29 miles) distant. The movement against the eastern district of Poland is also becoming more clearly outlined. The reds claim to have captured Lutsk. This advance brings them within 160 kilometers (90 miles) of the Dniester, where the poorly equipped and badly provisioned Rumanian forces may have difficulty in checking them. As the Ukraine is one of the granaries of Russia, its occupation by the Bolsheviki may modify the famine conditions in Central Russia before the end of the year.

The Bolshevist advance has been facilitated by a wave of Bolshevism in the Ukraine itself. The Paris Temps, commenting on this spread of the red terror, compares it to fire. "Where it has been burning a long time everything is in ruins and the fire languishes, but without the victims being able to quench it."

Ukrainians Who Have Been Holding Reds in Check Face About and Augment Forces of Lenin.

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| \$12.50 Dresses Silk Poplin and Silk Taffeta dresses—neat styles and colors. | \$15.00 Dresses Serge Taffeta and Mossaline Dresses neatly trimmed. All sizes and colors. |
| \$6.79 | \$9.75 |
| \$22.50 Suits Spring Suits made of serge—navy blue and black—also black and white checked or belted. | \$35.00 Suits Box Suits, also tailored or belted, with vest neatly trimmed. Very pretty. |
| \$14.75 | \$19.75 |
| \$20.00 Coats Coats made of serge. Colors navy, open, taupe, sand. Loose back or belted. | \$35.00 Dolmans Beautiful Dolmans. Colors Copen, beige, tan, navy, etc. The newest out-only. |
| \$12.50 | \$19.75 |
| \$4.50 Petticoats Jersey Silk Petticoats with taffeta flounces. Black and colors only. | \$6.50 Skirts Silk Plaid Skirts Plain Silk Petticoats. All colors. \$6.50 values. |
| \$2.69 | \$3.79 |
| \$20.00 Capes Newest in Capes. Trimmed with buttons or braid. \$20 values only. | \$12.50 |