

Build World's Biggest Hangar

Navy Air Terminal Will House Two Giant U. S. Dirigibles Now Building.

MANY WONDERFUL FEATURES

Monster Doors Are Opened and Closed by an Electric Motor—Structure Would Cover Three Ordinary City Blocks.

New York.—America's first great terminal for giant aircraft is nearing completion at Lakehurst, N. J.

The structure, the largest of its kind on earth, is 803 feet long, 264 feet wide and 195 feet high. Some idea of its immense size may be gleaned from the fact that if set down in a city the hangar would occupy three solid blocks. Its doors at each end stand more than 175 feet high and are 264 feet wide. A 16-story skyscraper could be pushed through the space disclosed by the doors when they are opened.

The hangar is officially known as the United States navy airship hangar, and represents the latest word in construction for buildings of this type. It is planned to have it ready in the early summer to house the two giant dirigibles now under construction, the ZR-1, building at League Island navy yard, Philadelphia, and the ZR-2, nearing completion in England. The trans-Atlantic flight of the latter is scheduled for late in July or early in August, and the Navy department plans to have the hangar completed for service before the airships are ready to sail.

Giant Mooring Mast a Feature. Incidental to the hangar is a gigantic mooring mast to which great dirigibles may be tied when it is impracticable to house them inside the hangar. The mast is so constructed that the giants of the air will be moored, bow on, and will swing in the direction of the wind, thus avoiding the dangerous force exerted by high winds.

The result of experiments with the Lakehurst mooring mast will determine the policy of the Navy department in erecting similar mooring masts at various air stations throughout the country, such as Chicago, St. Louis, Kansas City, Denver, San Francisco, Seattle, New Orleans, Atlanta, Columbus, O., and San Diego.

The new airships nearing completion are of such large proportions, each being 700 feet long and 85 feet in diameter, as large as many of the great ocean liners, that the manner of "docking" them presented serious problems in engineering, but it is believed that the Lakehurst hangar will go far toward solving many of these problems.

Door Leaf Weighs 800 Tons. First in importance came the question of doors to the hangar. Each leaf of the two doors, there being two leaves to a door, is made up of 800 tons of steel and corrugated asbestos. These leaves are supported on concrete trucks which in turn rest on wheels the size of those on a freight car. The leaves are rolled apart by a 25-horsepower electric motor. If man-power were needed to open the doors, it is estimated that 1,500 men would be called on.

Naval experts calculate that the giant doors can be rolled wide open within 13 minutes and the entire process of housing one of the dirigibles will consume approximately 40 minutes.

Running lengthwise through the hangar is a railroad and three trolley slots technically described as docking rails. The dirigible about to enter the hangar will be cable-fastened to these rails, which extend on a 1,500-foot runway at either end, and guided to its berth.

Under the roof among a network of steel rafters, five monorail cranes support movable platforms which enable workmen to repair an aircraft after it has docked. These rafters are so far above the floor of the hangar that the workmen resolve themselves into mere specks.

So large are the glass windows in the sides and the roof that individual motors are necessary to open each window.

HORSES ON WANE IN CITIES

Chicago Had 30,338 in 1920, Against 68,122 Ten Years Ago, According to Census.

Washington.—A marked reduction during the last decade in the number of draft animals employed in the largest cities was shown by the 1920 census. Figures made public by the census bureau showed 56,539 horses in New York city, compared with 128,224 in 1910, and 30,388 in Chicago, against 68,122.

Figures for other cities included: Philadelphia, 19,472 and 50,461; Baltimore, 7,378 and 15,346; Boston, 10,093 and 23,007; Pittsburgh, 6,023 and 12,845; Cincinnati, 5,031 and 13,901; Cleveland, 4,924 and 16,839.

Princesses As Stenographers

Russian Countesses Also to Be Found Holding Jobs as Typists in Riga.

NOBILITY IS DOWN AND OUT

Well-Educated People, Unaccustomed to Work, Now Anxious to Do Anything to Save Them From Starvation—Property Gone.

Riga, Latvia.—It is nothing unusual in Riga to have a Russian princess as your stenographer. At least a business man can acquire the service of a countess in that capacity. Almost every diplomatic or consular mission in Riga has at least one princess or countess working as typist.

If the supply of princesses and countesses fall there remains a large number of other well-educated people, most of them unaccustomed to work but now anxious to do anything to save them from starvation. Men who have been general managers of big Russian factories are now glad to take any kind of decent honorable employment to earn their living here.

Downfall Complete. The condition of these Russian refugees who have found shelter in the infant Baltic states shows how complete has been the financial downfall of the Russian nobility. In Riga, Reval and other Baltic towns princes, barons and counts and their families, accustomed for decades in Russia to

Apple Seed, 12 Years in Girl's Ear, Is Perfect

Mathias, W. Va.—An apple seed was removed from the ear of Miss Neva Sherman, this place, where it had lodged 12 years ago while playing when a child. She said at that time the seed caused her much pain and that her mother, with some household instruments as a probe, thought she had removed the seed, as the pain stopped. About two weeks ago the ear began to pain her much and Dr. E. R. Miller of Harrisonburg, Va., found the seed and removed it. The seed was as firm as the day it lodged in the ear 12 years ago.

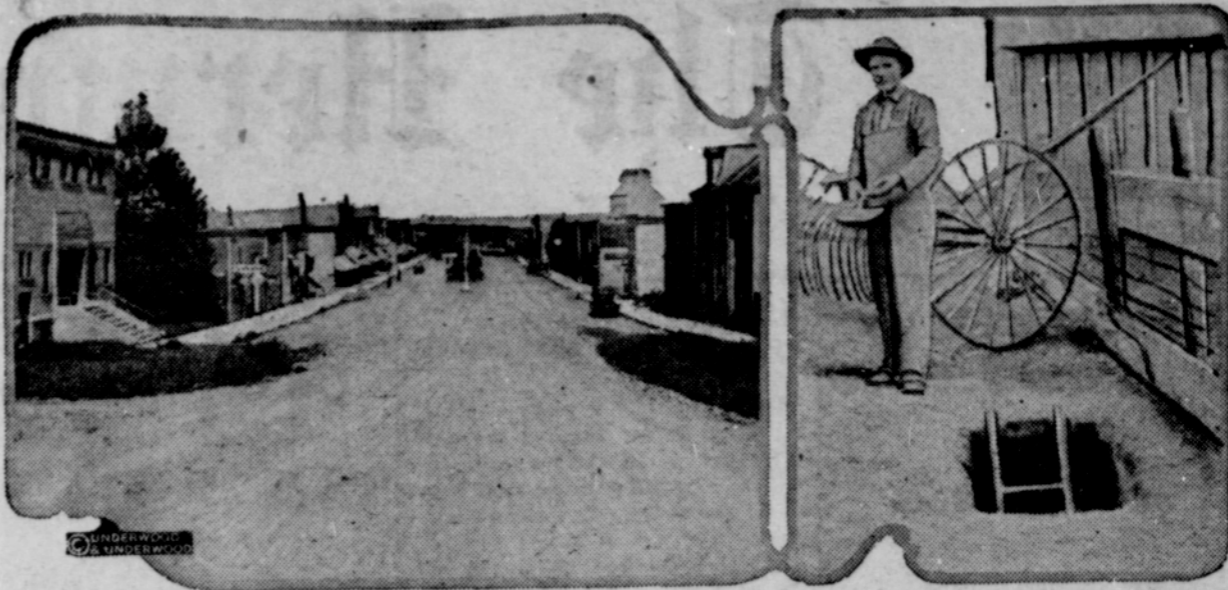
DISEASE SPINS MAN LIKE TOP

Peculiar Ailment Also Causes New York Patient's Eyes to Roll Wildly.

New York.—Although the doctors of the Kings county hospital are accustomed to all sorts of medical and surgical cases, one that has created interest in the institution is that of Edward Keller, aged forty-nine, Woodhaven, L. I., who is believed to be suffering from Meniere's disease. At intervals the patient has attacks of vertigo and everything about him seems to revolve, with the result that the patient spins like a top until he falls. During these attacks his eyes roll wildly and the pain is excruciating.

Although little is known of the disease, it is supposed to be due to a condition of the semicircular canal in the inner ear.

Iowa Town May Become Another Klondike



A few weeks ago Bernard Smith, a farmer living one mile southeast of Graettinger, Ia., was digging a hole to set a guy wire through a layer of from 6 to 8 inches of dark-colored gravel. He could see the glistening of mica and was positive the layer contained gold. He pushed some of the gravel to Des Moines and Chicago, and the assay report showed that the gravel will run \$26.92 per ton, \$21.50 being in gold. Since then there has been a great rush of gold hunters to Graettinger, and the place promises to become another Klondike. The illustration shows the main street of the town and, at the right, Mr. Smith at the hole where he found the gold.

Austria Specializes in Art of Begging and Insulting

People Have Lost Every Sense of Dignity and Their Whole Character, French Journalist Says—Country Has Come to Look Upon Help From Abroad as Matter of Course

New York.—An interesting picture of conditions in Austria is given in the following article written for the New York Herald by W. John Lenglet, a French journalist attached to the Japanese military mission in Vienna: After having been a year in Austria I have come to the conclusion that the country specializes in the art of begging and insulting. These two faults combined have been brought to such a height that the people have lost every sense of dignity and their whole character.

This is specially clear to the foreigner who stays a good deal in Vienna. The foreigner who merely passes through brings nothing back but a remembrance of more or less gay evenings and of fantastic figures of worthless currency; but he who has to live there and take part in the everyday life of Vienna, especially if he take the trouble to look deeply into the heart of things, is certainly convinced that side by side with a certain misery in the lower middle classes and privations among the upper classes, there exists among the new rich—"schlebers"—an indifference to all the interests of Austria which is hardly believable.

The "schleber" may be the middle man of business transactions, or even the business man quite simply. The "schleber" is also the "bucket shop keeper," who speculates illegally in exchange, who leads the freihandel (free commerce), and it is he who piles up bundles of bank notes, a single one of which he will not spend unless it bring him the equivalent in pleasures or goods. The interest of his country? He laughs at it as at a splendid joke—the starving children can be looked after by foreigners. He can eat white bread and he does so without scruple. He can drink champagne at 3,000 crowns a bottle. He provides his wife with magnificent furs and precious jewels. He knows no duty but that of spending the money, which he has gained by exploiting his countrymen in pleasures and luxuries. He is the unmoral being who has sprung from the Austrian soil since misery spread over the land.

The Valute All Important. When the little bourgeois or shopkeeper smells the foreigner, he immediately sizes up his "Valute." You are treated in accordance with the value of your national currency and the shopman tries to convince you that if he charges you three times as much as Austrians are charged he is still rendering you a great service: "Was macht das denn in Ihre Valute?" (What does it matter compared to the value of your money?) This becomes as familiar as the greeting you get when you go into a shop. If you are good natured you will simply accept this as part of the business.

Worse things exist, for the Austrian has brought the art of begging to such a pitch that he has made the whole world believe in him, and the whole world—England and the United States at the head—allows itself to be fooled! Committees have been formed—Austria has been helped on every side—her children have been sent to every country to be nourished and cared for; and when they come back from these countries, dressed in new clothes and improved morally and physically, their parents say: After all, it is not much . . . you see, the clothes are not chic; the stuff is not of the best quality, and the food, well, they do not trouble much about food over there."

However, when one of their children comes back, they do their best to send another over to the same conditions . . . that means another less to bother about!

The man who lives in Vienna and reads advertisements in the English papers about starving Vienna cannot

help pitying the naivete of the people in England and other countries who send money for the children who are supposed to be dying in the streets. These advertisements are only a speculation on the good faith of the public; and the public who subscribe are robbed twice over; first of their confidence; secondly, of their money.

I do not suggest that the committees who insert these advertisements are not acting in good faith, but that they are themselves victims to the exploitations of the Austrians and journalists in Austrian pay, who are determined to get as much sympathy for Austria and as much money as possible, out of the foreigner.

At one time the Austrian was in need of material help. This help was given him so generously that he expects it to go on forever.

Multied by Drivers. What do some guilders, francs, dollars or pounds matter to the foreigner? "Na, ja, aber mit thren Valuten!" (Well, with the value of their money) . . . and as the value of outside money is better than Austrian currency, why should not the foreigner help Austria? At least that is how the Austrian reasons. He never asks himself who created this situation in his land.

In all classes you meet the same phenomenon. For instance, if you take a taxi, when you arrive at your door the driver asks you smilingly for twice the amount you ought to pay. If you protest, he says "But, sir, what does it matter with the value of your money?" So far he is very polite; but if you maintain your refusal, and you only pay the amount registered on the taximeter, with a certain tip—let us say 10 per cent—showers of abuse follow you into your house.

At a restaurant the head waiter is very cringing when you give your orders. At the end of the meal, however, when you ask for your bill, he starts by making mistakes—to his own advantage, of course, which by chance, you may find out and have the bill changed. Then you give him 10 per cent as a tip. The head waiter goes away and sends you the service waiter. Another tip required. Thinking yourself very generous, you withdraw from the table when you suddenly hear the "buttons" exclaim: "Dammed Frenchie (or any other nationality, which this future head waiter considers you), not a single heller for a tip!"

I must except the large restaurants, the staffs of which have been employed before the war in other countries. These are satisfied with 10 per cent on the bill. However, one cannot go continually to the big restaurants with the present high prices. You are treated in the same way by the shopkeeper and other people who have put themselves into public service. The method is only varied according to the education they possess. In short, the foreigner in Austria must allow himself to be bled from every vein if he wishes to live in peace.

Since the note of the French government, in the name of all the allied governments, threatening to withdraw all help from Austria in the event of her uniting with Germany, the hatred felt by the rescued for their rescuers rises to the surface. Every conversation between an Austrian and a foreigner is full of underlying bitterness. The conversations which the Austrians hold among themselves in public places, regardless of the strangers within their midst, are full of unimaginable insults. Their hatred does not extend only to the allies, but there even exists resentment against their beneficiaries, the neutrals. The

Dutch and Scandinavians have earned a lot of money. The South Americans are rich. And all this shows that they should come to the help of Austria. The Austrians think that only fair. They do not expect otherwise. With the allies, especially those of the entente, it is quite another matter. The entente had dared to refuse the credits requested? What a pity its prisoners were not allowed to starve during the war! The entente does not want us to join Germany? Well, we shall do so without its permission. The time will come when we will ally with Germany to fight the entente.

That is the reasoning of the German-Austrian, who the pre-war German declared was just good enough to black the boots of the German army.

I have experienced moments during which the Austrian absence of character has been made clearly obvious.

I returned in the company of my wife and one of her friends one evening from Baden, a little mountainous place, where one goes for week ends. As my companions were English we talked English. The tramcar, capable of carrying about forty passengers, presently filled up. Once on the way a man standing up, a typical German, started a propaganda against foreigners, and pointing to us designated us as English or Americans. He mixed himself up in our conversation. He insulted us offensively in German.

The whole compartment, consisting of all sorts and conditions of travelers, supported this man. Vulgar coarseness succeeded to the insults and jokes. Everything and all were passed in review, the allied governments and their chiefs, even President Wilson was not forgotten. In fact, he was spoken of most of all because these people took me for an American. Then they went on to more personal matters—ourselves, our clothes, everything was analyzed and ridiculed. The most revolting things were said by the best-dressed men, and women joined in with degraded delight. The tram conductor laughed. I pretended not to understand. The only thing to do with these brutes. I even heard somebody make a suggestion to throw us out of the tram at the next stopping place.

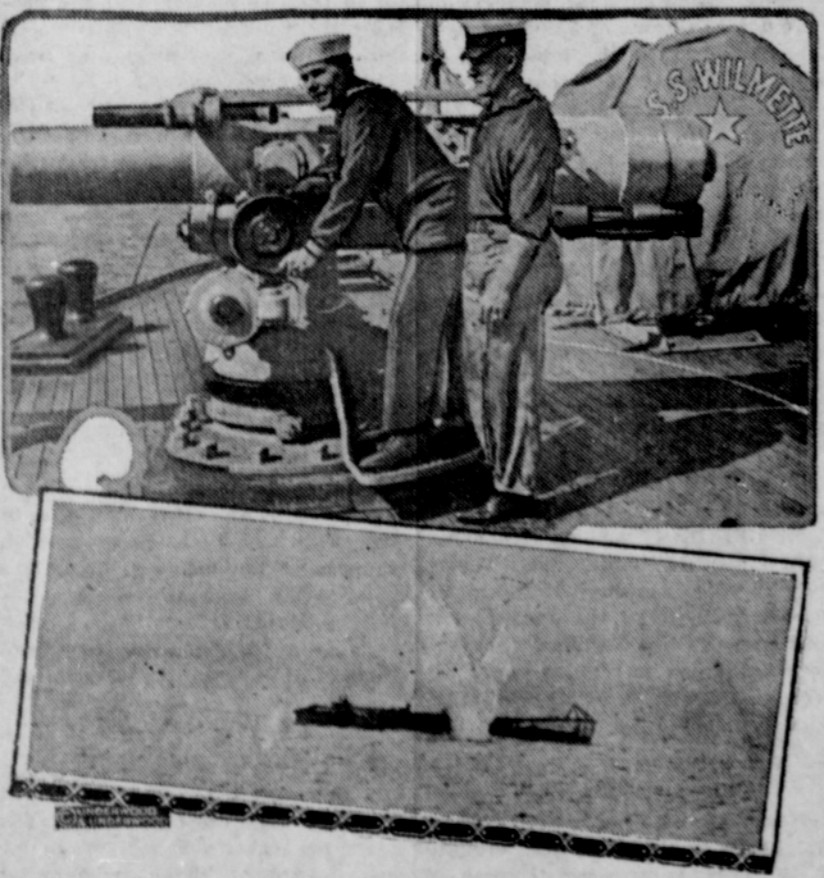
The starving children of Austria exist mostly in the imagination of those who earn an easy living by begging. As a matter of fact, one does not see more sickly-looking children in Vienna than in any other large town. If help were given to the children of the poor, of the unemployed, of the demobilized soldiers without means of subsistence in England, America and France such charity would be put to a far better use.

Waste of Coal and Light. In order to save coal, France and England ordered the dancing saloons and theaters to be closed earlier in the evening. Austria did nothing of the kind. Everything was illuminated a la giorno till midnight. It did not matter if her subjects paid 8 kronen a kilogram for coal and her factories were obliged to stop work for lack of coal.

While in most lands one does one's best to produce, the slightest incident here creates a strike. People take the most futile pretext to have an extra day of rest—and all the same they have the courage to complain!

Nobody deprives himself of pleasure. One is prepared to do without anything except enjoyment. It is not true that the people who go out in the evenings are all foreigners. Listen to the languages spoken in the dancing saloons and cafes. Viennese-German and pure German predominate. Look at the lines outside the theaters where German plays are being produced. Austrians certainly form the majority of the frequenters. Look also at the rows of taxis around the football field on Sundays, when two local clubs meet. I have seen more than 500 of them. It is not the foreigner who pays 2,000 kronen or more to drive to the place where the game goes on.

German U-Boat Sunk in Lake Michigan



The first shot at an enemy craft in 117 years on the Great Lakes, was fired in Lake Michigan near Chicago, when the destroyer Wilmette turned her guns on the German submarine C-97, which was assigned to the United States by the terms of the armistice. Thirteen shots were fired altogether, but one would have been sufficient, as the first shot, fired by the same boy who fired the first American torpedo in the late war, was a direct hit. The illustration shows, above, the firing of that first shot, and, below, the submarine as the shell exploded.

Killed a Deer Illegally. Stroudsburg, Pa.—A hunting party composed of Moses, Ernest, Levy, Alva Ladlee and Perry Pine was fined \$500 and costs for killing a deer out of season. The men were accused by J. W. Hornbeck and Emmet Steele, game wardens. Moses and Ernest Ladlee pleaded guilty to the charge at once and paid their fines of \$100 each and costs. The other three appealed from the summary conviction until their cases were heard before Judge Samuel E. Shull, when the appeal was dismissed and they were also fined \$100 each and costs.

Yawn Dislocates Girl's Jaw. New York.—Anna Noll, twenty years old, a stenographer employed in Manhattan, started a long and supposedly healthy yawn.

When it came to bringing the yawn to a healthy close, however, something went wrong. Office assistants, perceiving she needed aid, summoned an ambulance surgeon and he took her to Volunteer hospital, suffering from a dislocated jaw.