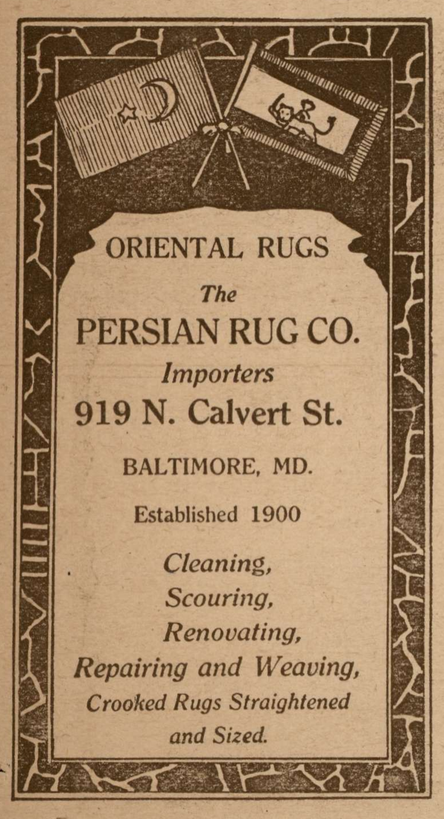
Straw Rides Prompt Service
RUPPERT BROS.
Govans Transfer
Local & Long Distance Moving
6000 YORK ROAD
GOVANS, MD.
Telephone, Tuxedo 2142

In time of death refined families want service and dignity without extortion or misrepresentation.
And so, for half a century they have turned unerringly to
STEWART and MOWEN CO.
(Wm. F. Wooden, Successor)
The high character of our ever-increasing clientele speaks for itself.
And we are specially equipped for immediate attention to country and suburban calls.
108 West North Avenue
Baltimore • • Maryland
Telephone Vernon 1342

WE SERVE YOU RIGHT TO YOUR DELIGHT.
REGAL LAUNDRY
MAIN OFFICE
GILMOR AND MOSHER STS.
BALTIMORE
SUBURBAN DELIVERY

Clothes Make The Man.
Our custom tailored clothes are most economical, perfect in fit, and are tailored individually for you. Our repairing, altering, pressing, dying and cleaning is done by experts. Remember, we also specialize in Ladies' Suits made to order. Our prices are reasonable and we guarantee service and satisfaction.
S. FISHER
The Tailor
5308 York Road
GOVANS, MD.



ORIENTAL RUGS
The
PERSIAN RUG CO.
Importers
919 N. Calvert St.
BALTIMORE, MD.
Established 1900
Cleaning,
Scouring,
Renovating,
Repairing and Weaving,
Crooked Rugs Straightened and Sized.

HOW IT FEELS TO CRUISE IN THE AIR RELATED BY AIRPLANE PILOT

'Tis Good Deal Like Crossing Ocean On One Of The Giant Steam Ships, For There Is Very Little Noise And No Bumpy Motion.

Airplanes may be compared to motor boats, and a good many people have had the experience of roaring through the air in them; but the Shenandoah, our huge new gas-filled dirigible, is more like an ocean-liner, and it is aboard such big, steady, quiet ships as these, many air experts predict ,that most of us will be doing our long-distance traveling a few years from now. A cruise through the skies in the Shenandoah, says one of the navigating officers of the big airship, is a good deal like crossing to Europe in the Leviathan. In other words, he says, when you are sailing along 4,000 feet in the air "there isn't much of any feeling of anything at all." There is very little noise from the motors, and the ship is so large that "there is none of the bumpy motion you have in an airplane, and rough air is taken without any noticeable movement." Sometimes in a wind, there is a "slight rolling motion, but this can be compared with a big liner in a heavy sea, and is not unpleasant." Within a few years, predicts this air-sailor, passengers in plenty will be enjoying the sensation, or, more properly, the enjoyable lack of sensation, which comes from traveling in large - sized, lighter- than - air cruisers. Our present rigid airship, the largest in the world, compares in size to the largest liners.

The Leviathan is about 950 feet in length, the Shenandoah is 700 feet, while the new Navy superdreadnaught, West Virginia, is 584 feet. From the waterline of the Leviathan to the top of her smokestacks is about 150 feet, while from the bottom of our control car to the top walkway of the Shenandoah is about 100 feet. This gives an idea of her dimensions and why the comparison with an ocean-liner is so appropriate.

Inside the ship, however, it appear, there is a great deal of difference. A narrow walk, a single plank 10 inches wide, extends the length of the cruiser, just inside the cloth covering, and above, and all around are the gas-bags, gasoline tanks, water-ballast containers of the ship. A misstep would of course, be likely to send the unlucky sailor through the sail-cloth bottom of the ship and into space. Usually, however, says the writer, "we are too busy to think that we are several thousand feet in the air." He goes on:

There is a hand-line which runs along this walkway to steady yourself; but it is seldom used. As you walk along the cat-walk you see very little in front of you but inflated gas-bags. Gasbags that hang so low they almost touch your head, amid a network of thin girders. Soon you will come to a couple of bunks built so that the head is at right-angles to the catwalk. These bunks have a metal frame and a small mattress, and you will probably see some one off duty lying there wrapt up in a flying suit, reading a magazine. The noise you will not notice, unless it is called to your attention.

Passing along this walk, you come to a board platform about twenty feet square. This is the crew's quarters. Here the men off duty are playing cards or sleeping in hammocks hung from the girders. This is where the enlisted men spend their time when not on watch. They have pretty much the same amount of comfort as a crew aboard ship.

Each man of the crew is allowed ten pounds of personal effects besides his clothing, which consists of a fur-lined flying suit, fur-lined boots, and a fur-lined helmet. The cars are all enclosed and heated by engines, so it is not necessary to wear any extra clothing when below.

Once you raise the trap-door and climb the ladder into the hull above, protection is a very essential item to your comfort.

Most of the crew off duty are therefore well encased. These men have regular watches ,four hours on and four hours off. Soon the call for dinner comes from below. Food is brought from the food-lockers and as a rule eaten in the crew's quarters.

We try to run a regular schedule for meals. As a rule, dinner is from eleven-thirty to twelve-thirty, giving the men on both watches a chance to get hot food. Much of it is taken aboard prepared and kept hot in thermos bottles; but soup or small dishes are made over the exhaust of the number six engine, which serves as an excellent cook-stove. Usually we have soup, bread and butter, eggs, coffee, and apples and fruit, with chocolate. Not such a bad meal for a passenger on an airship four thousand feet above the ground.

All afternoon life on board the ship runs along just like life at sea. Those on duty stand watch, those through with their watches come off and rest in their bunks or in the crew's quarters. My own duties as watch officer take me pretty much all over the ship. I am supposed to take readings of the various gas and air thermometers, air-speed meters, altimeters and so forth, every fifteen minutes. Keeps me busy.

If you walk along the catwalk with me toward the rear of the ship you will observe a telephone receiver hung at intervals. This telephone connects the control car below with the different stations in the hull, and although each receiver has a specially constructed ear-piece with a rubber flap, this is only necessary in the control car or just over the engines. As a rule, the noise is so slight as to be merely noticeable when it stops.

The crew space is amidship; but by means of the catwalk any one can soon cover the three hundred-odd feet to the rear of the ship. It is even possible, says the air sailor:

To crawl right up into the fins at the end, and then by means of ladders ascend to the top of the ship. On the roof, if you may call it that, you come out on a narrow walk, which runs along the hull from one end to the other. At the forward end of this top walkway is located an observation platform used in making astronomical observations. This platform is also accessible by means of a climbing-shaft which terminates at the lower catwalk. From this platform you see nothing but a vast expanse of silvery cloth all around, tapering off on each side. Up here there is a rush of air; but no noise. I stress this point because it is an important feature of the rigid airship.

Let us descend as we came, by means of the slender ladders, and go down into one of the cars that hang below the hull. As they are all pretty much the same we will climb down into the forward or control car. This is the largest of the six cars, containing the number six engine, and in front of the engine, the wireless room, and the operating part of the ship. This is indeed the bridge and the chart-house of the Shenandoah. It is about thirty feet long and twelve wide. In the rear is the large Packard engine. In front are the control wheels, the wheel that governs the rudder, and the other operated by the elevator man. These wheels are about two feet in diameter, and are, of course, highly geared. Between them and to one side is the chart-table, with an electric light over it and a couple of stools. Here are located also the compass and the navigating instruments. Against the wall, beside the wireless room, is the ladder which leads through a hatch in the roof to the hull above. Windows surround the car on all sides.

Oftentimes I am asked how I get exercise while in flight. After you have followed me up and down all over the ship, from the tail to the nose, and from the control car to the roof of the hull, you will appreciate that exercise is something one need not worry about aboard the Shenandoah. It is true that some of the specialists aboard get less exercise than comes to me; but they are on their feet a good part of the day, and the number of ladders to be climbed up and down in the course of twenty-four hours gives one plenty of exercise. I figure roughly that I cover five to six miles a day while we are flying.

But by now it is getting dark and time for supper. Supper comes between five-thirty and six-thirty. After our supper, our duties continue just as in daytime. Cities and come into sight below, twinkle, glare, and disappear. Highways and roads are marked out with lights, trains glide past; but as a rule day and night are the same. We have electric lights to keep us on the catwalk, we climb into our bunks after our watches and go to sleep.

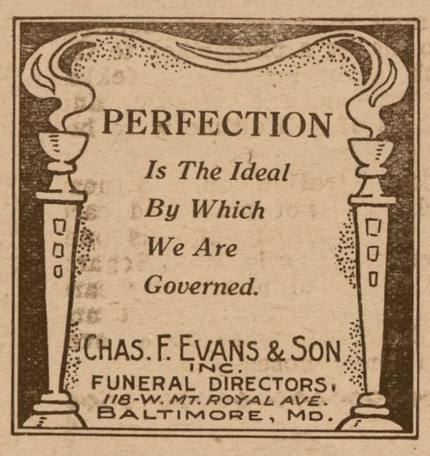
The mere fact that they are in a bunk with only a layer of sailcloth between them and the ground never enters their heads, says the Ensign. They sleep just as they do on the ground. And when morning comes:

There is the same trouble getting men up that there is on shipboard. A little more, perhaps, because on the Shenandoah it is impossible to dump a man out of his hammock. Most of us hate to get up as much as we do on the ground. In the morning the most popular place is the crew space where, hung overhead, is the tank of washing-water. This is piped down to a regular basin, and here, by hanging your mirror on a girder, and using a little hot water from the engines, you have a first-class shave. Breakfast is from seven-thirty to eight-thirty, and this completes the twenty-four hours.

Then comes landing-time. Landing is almost as simple as getting away. First of all, every one is called to landing station. Then the pilot gives the word to the elevator-men to lower the ship. Meanwhile he estimates her static condition, that is, whether she is too light or two heavy to de-

(Continued on Page 4)

The Art
Photo-Engraving Co., Inc.
MAKERS OF PRINTING PLATES
ARTISTS---ENGRAVERS
109 S. Charles St. Baltimore, Md.
Plaza 3004



Kincaid-Kimball
Clothes
One-Fourth
Off
Payne & Merrill
315 N. Charles St.
Baltimore, Md.

From Horse Drawn Vehicles to Big Packard Motor Trucks, We Have Served You Continuously For Fourteen Years.
NO LOAD TOO SMALL—NONE TOO LARGE
HOPWOOD'S
EXPRESS
306 S. Paca Street Baltimore
Phones Calvert 0119-0988

You will appreciate the tasty form in which food comes to you at
SHELLY'S
136 W. Fayette St.
Baltimore, Md.
Particularly those Famous Sea Food Dishes

Competent Plumbing Is Essential To Good Health
Throughout Baltimore County hundreds of satisfied people will testify to the efficiency of my work and the moderate charges.
S. L. HOWARD
Phone, Towson 110 TOWSON, MD.

© Maryland State Archives mdsa_sc3410_1_81-0875.jpg