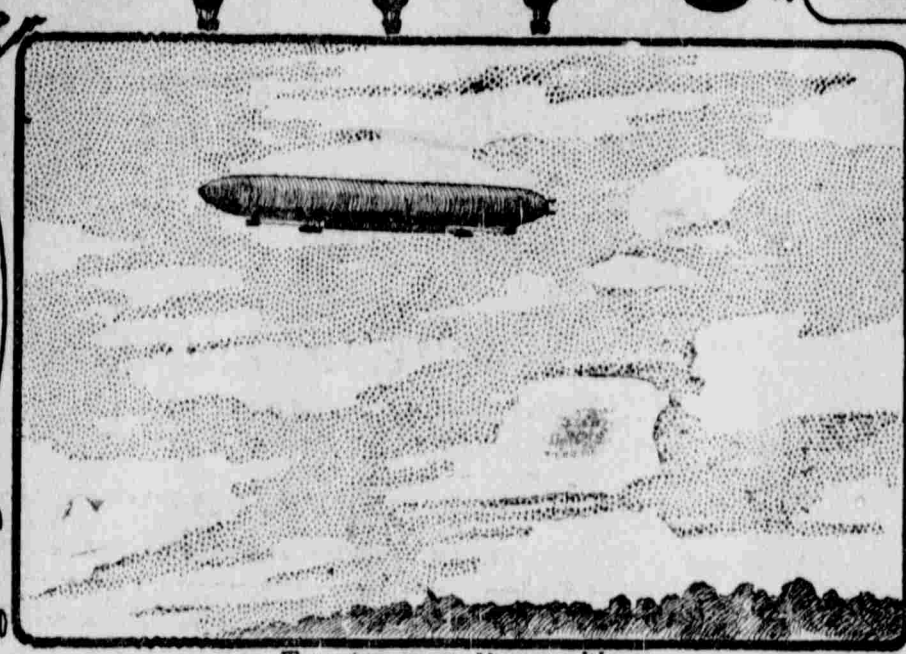
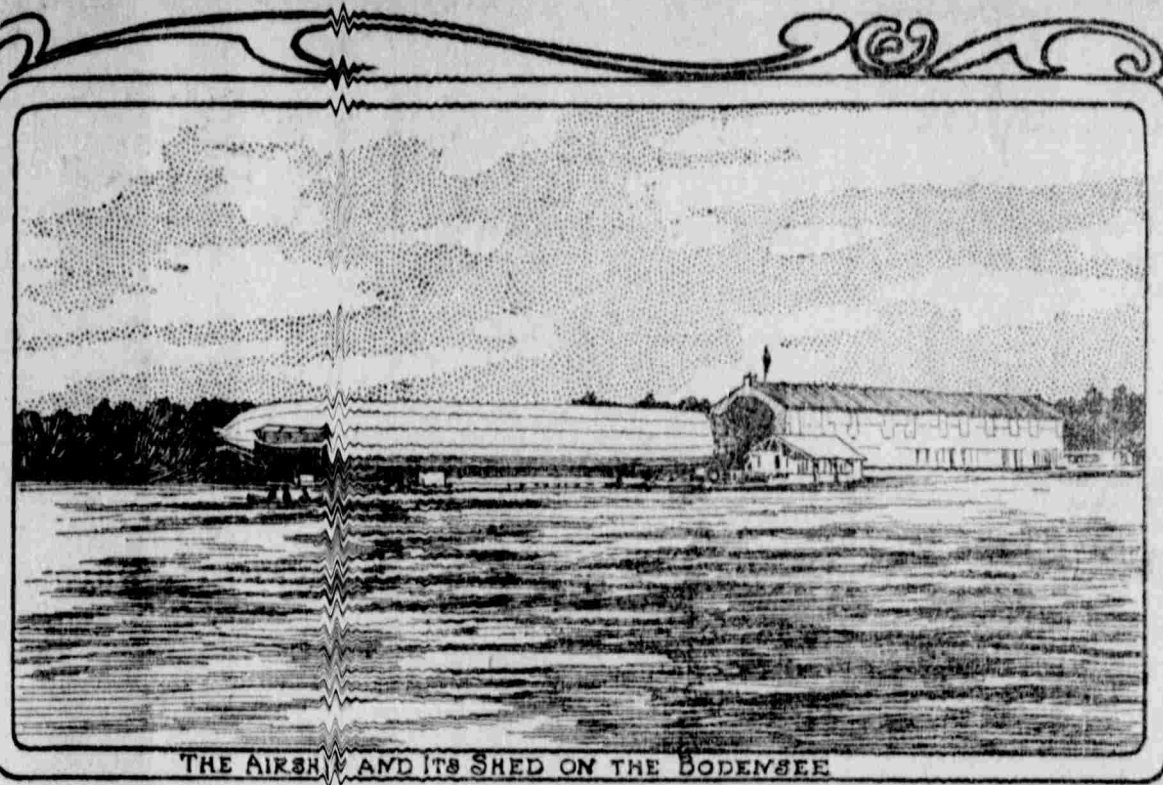


# NAVIGATION of the Aerial Way

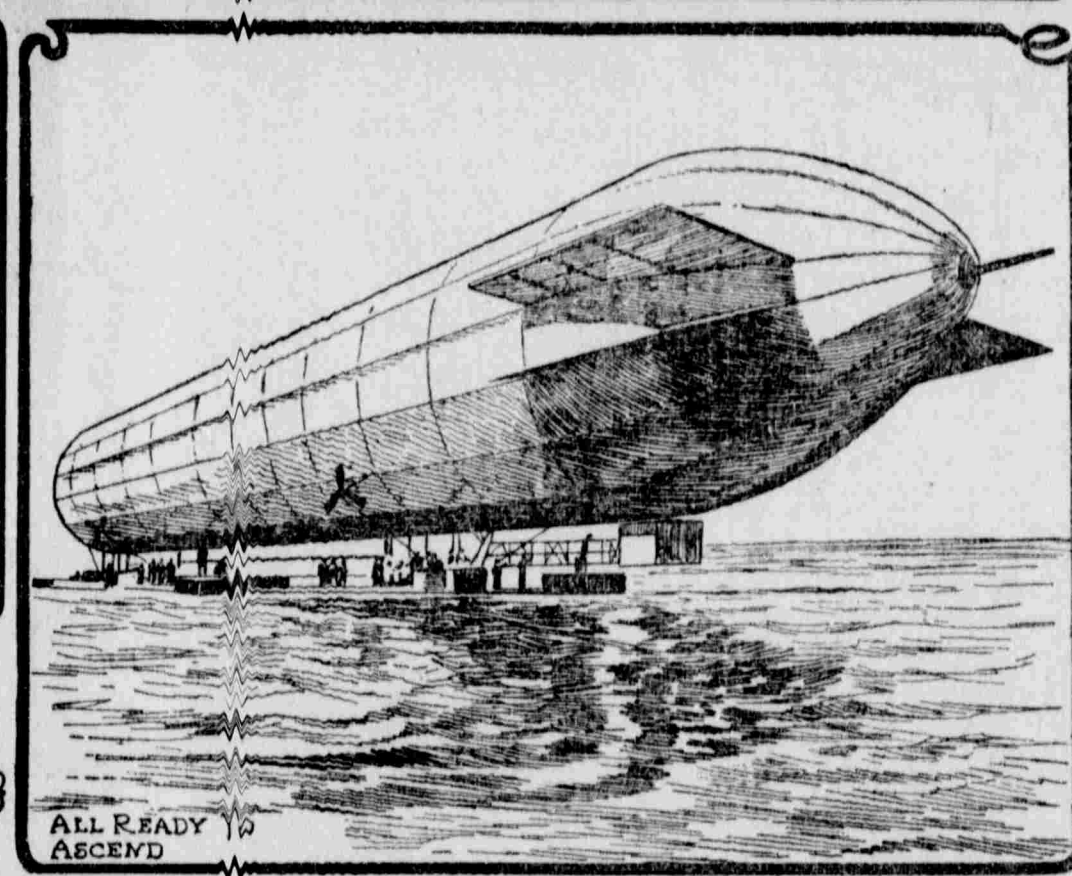
**HAS COUNT FERDINAND VON ZEPPELIN  
SOLVED THE BAFFLING PROBLEM**



THE AIRSHIP UNDER WAY



THE AIRSHIP AND ITS SHED ON THE BODENSEE



ALL READY  
ASCEND

**C**OUNT FERDINAND VON ZEPPELIN'S latest and greatest airship experiment was his recent successful trial trip in his new vessel, which is model No. 3 of the series constructed by the noted German aeronaut in his persistent and plucky efforts to build an airship that will be useful in warfare.

Two trials were made, the voyages taking place on succeeding days. Both times the big ship ascended, sailed, turned and descended at the will of the inventor, alighting safely and gracefully on the platform from which it had arisen.

This airship differs materially from any that has been built heretofore. The trial trips were the most important that have been made in the history of aeronautics. The new ship is the largest ever built, carries more passengers than any other airship yet constructed and appears to have been handled with greater ease and precision than any of its predecessors.

Count von Zeppelin has departed from the ordinary type of airship, such as those made by Santos-Dumont in France and by Baldwin and Knabenshue in America. These are of the simple gas bag pattern, the potato-shaped balloon carrying a frail apparatus of motor and steering gear. The Von Zeppelin airship has an immense cylinder of aluminum in place of the simple gas bag. Inside this long cylinder are sixteen compartments, each carrying a balloon inflated with hydrogen gas. The long advance over the other type is obvious. The Baldwin airship would collapse at once if the gas bag were injured sufficiently to

let the gas escape. The Von Zeppelin ship may be seriously wounded in one compartment, but that cannot result fatally. There are still fifteen balloons to buoy up the monster. The watertight bulkheads in a steamship correspond to this mode of construction. The German count's air vessel is also like a steamship in size. It is 400 feet long. This ship is built for business, not as a curious toy. The long, cherished ambition of the inventor, is to make an airship which may be of practical use in war. He hopes to build a ship which will be able to sail above a hostile army and drop dynamite or other explosives into the camp without endangering the ship or its passengers or crew. Count von Zeppelin has been working diligently with this end in view for more than a dozen years, and the German government has aided him materially. Emperor William at one time contributed several hundred thousand marks to aid the count in his work.

The builder of this huge air craft is a military man of wide renown, though he has devoted so many years to aeronautic experiments that the world has overlooked his career as a soldier. Count von Zeppelin was a lieutenant general in the German army. When of lower rank he made fame during the Franco-Prussian war as the first German officer to cross the frontier into France. As a leader of army scouts he did much to maneuver the third Napoleon and his armies into positions where the Prussians crushed them easily.

It is interesting to know that the first balloon ascension made by Von Zeppelin took place in the United States. That was in 1864. He was sent to this country as one of the German military attaches observing the movements of our armies during the civil war. In the course of his observations he made several balloon trips.

Von Zeppelin began building his present airship last February, the work proceeding steadily for eight months. The ship was built in a long hall extending out over the waters of the Bodensee, the lake which lies between Switzerland and Baden. Great secrecy was maintained regarding the progress of the work. The great aluminum plates were welded together to form the 470 foot cylinder. The reinforcements and partitions were built in, and the sixteen huge balloons were made and tested. The two sets of propeller blades were put in place. The forward airplane arrangement for elevating and depressing the ship in rising or descending was adjusted. Beneath the great cylinder were suspended the two carriages for crew and passengers, one forward and one aft, with a bridge forming a means of passage between the two. Still underneath was run the cable carrying the compensation weight to slide forward or backward as required to keep the ship steady. The rudders and steering gear were attached. The two great Daimler motors, of eighty-five horsepower each, were put in the carriages and adjusted to the propeller machinery. These are by far the most powerful motors ever used in an airship. The Von Zeppelin monster required such power, for the huge thing was to present a great bulk against the wind.

When all was ready the front doors of the big hall swung open and the floor of the building, which was in reality a floating platform, moved slowly out into the open. Then the natives assembled from town and countryside beheld a veritable modern wonder. On the long platform lay the great ship ready for launching into her element, the upper air. The proud but anxious old count and eight other persons then got aboard the two carriages. This was a ship that could carry passengers, not merely one or two men to work the machinery. It was, in fact, the first vessel in the world ready to carry pleasure seekers upon an aerial outing, and the initial upper air excursion was about to begin.

She starts, she moves, she seems to feel the thrill of life—and the stay ropes were released, the great cylinder arose gracefully, the propellers began to revolve with whirling sound and wonderful swiftness, and the ship started across the lake, far up, at a speed of about eighteen miles an hour, which was increased to thirty miles at times.

Twice across the lake and around it went the airship, staying two hours in air, and then back she came right to the starting point and descended with the grace and precision of a bird, alighting upon the float from which she had been launched forth into the sky. The ship was run back into her house and groomed for the next day's flight, which was even more of a success, the voyage lasting four hours, and the landing being safely negotiated once more.

Now the world is wondering how long it will be before Count von Zeppelin will make good his prediction of some years ago that he would sail by the air route from Berlin to New York in two and a half days.

JAMES R. BENTLEY.

# BOOKS FOR CHRISTMAS, 1906

THIS IS THE TIME OF THE YEAR WHEN THE BOTHERSOME QUESTION OF A SUITABLE CHRISTMAS GIFT COMES UP.

That gift is valued most which best symbolizes the good-will of the giver. The difficulty is to find something that will fitly represent the spirit of the holiday season and also possess a lasting value. Especially is this difficult when the price must be moderate. Wherefore, when Christmas-tide draws near, nearly all people who dwell in civilized communities are asking each other and themselves that ever perplexing question, "WHAT SHALL WE GIVE?" Here is one answer, which seems to meet many requirements: There is no gift which would be more acceptable and of more lasting benefit than a GOOD BOOK. HERE IS A PARTIAL LIST TO SELECT FROM:

## NEW AND POPULAR BOOKS.

- American Girl, The, as seen portrayed, by Howard Chandler Christy, net, 2 50
- Anthony Overman, by Miriam Michelson, author of "In the Bishop's Carriage," etc., 1 50
- Awakening of Helena Richie, The, by Margaret Deland, author of "Old Chester Tales," etc., 1 50
- Buchanan's Wife, by Justus Miles Forman, author of "Island of Enchantment," etc., 1 50
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- Breakers Ahead, by A. Maynard, author of "That Mainwaring affair," etc., 1 50
- Colonel of the Red Huzzars, The, by John Reed Scott, etc., 1 50
- Coniston, by Winston Churchill, author of "Richard Carvel," etc., 1 50
- Caroline Lee, by Lillian Bell, author of "Hope Loring," etc., 1 50
- Call of the Blood, by Robert Hichens, author of "The Garden of Allah," etc., 1 50
- Confessions of a Detective, The, by Alfred Henry Lewis, author of "Wolfville," etc., 1 50
- Doomsday, by W. G. Suttphen, author of "Cardinal Rose," etc., 1 50
- Doctor, The, by Ralph Connor, author of "Black Rock," etc., Another Story of the Foothills, 1 50
- Fighting Grange, The, by Robert W. Chambers, author of "The Hill," etc., 1 50
- Illustrious O'Hagan, The, by Justin Huntly McCarthy, author of "If I Were King," etc., 1 50
- In Pastures New, by George Ade, author of "Fables in Slang," etc., 1 25
- Japanese Blossom, A, by Onoto Watanna, author of "A Japanese Nightingale," net, 2 00
- Jewelweed, by Alice Winter, author of "The Prize to the Hard," etc., 1 50
- Jane Cable, by George Barr McCutcheon, author of "Beverly of Graustark," etc., 1 50
- Katrina, by Roy Rolfe Gilson, author of "In the Morning Glow," etc., 1 50
- Knight of the Cumberland, A, by John Fox, Jr., author of "Little Shepherd of Kingdom Come," etc., 1 00
- Long Labrador Trail, The, by Dillon Wallace, etc., net, 1 50
- Lion and the Mouse, Chas. Kelin, etc., 1 50
- One Way Out, The, by Bettina Von Hutton, author of "Pam," etc., 1 50
- Puck of Pook's Hill, by Rudyard Kipling, author of "Soldiers Three," etc., 1 50
- R. Holmes and Company, by John Kendrick Bangs, author of "The Houseboat on the Styx," etc., 1 25
- Ring in the New, by Richard Whiting, author of "No. 5 John Street," etc., 1 50
- Robberies Co. Ltd., The, by Nelson Lloyd, author of "Six stars, etc., 1 50
- Rich Men's Children, by Geraldine Bonner, author of "The Pioneer," etc., 1 50
- Romance Island, by Zona Gale, etc., 1 50
- Song of Hiawatha, The, by Henry W. Longfellow (Harrison Fisher Edition), 3 00
- Saul of Tarsus, by Elizabeth Miller, etc., 1 50
- Sphinx's Lawyer, The, by Frank Danby, author of "Pigs in Clover," etc., 1 50

- Susan Clegg and Her Neighbors' Affairs, by Anna Warner, author of "Susan Clegg and Her Friend Mrs. Lathrop," etc., 1 00
- Subject of Isabel Carnaby, The, by Ellen Thorneycroft Fowler, author of "Concerning Isabel Carnaby," etc., 1 50
- Sailor of Fortune, A, by E. S. Osborn and Albert Bigelow Paine, etc., 1 50
- The \$30,000 Bequest and Other Stories, by Mark Twain, etc., 1 75
- Tides of Barnegat, The, by F. Hopkinson Smith, author of "Colonel Carter's Christmas," etc., 1 50
- White Fang, by Jack London, author of "The Call of the Wild," etc., 1 50
- Whispering Smith, by Frank H. Spearman, author of "Doctor Bryson," etc., 1 50
- Why the Robin's Breast is Red, by Emma Gellihorn, author of "J. Cole," net, 75
- While the Heart Beats Young, by J. Whitcomb Riley, etc., 2 50

## RECENT POPULAR FICTION.

- All for the Love of a Lady, by Elinor M. Lane, author of "Nancy Stair," etc., 1 25
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- Gambler, The, by Katherine Cecil Thurston, author of "The Masquerader," etc., 1 50
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- Lady Betty Across the Water, by C. N. and A. M. Williamson, authors of "Lightning Conductor," etc., 1 50
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- My Friend the Chauffeur, by C. N. and A. M. Williamson, authors of "The Lightning Conductor," etc., 1 50
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- Pigs is Pigs, by Ellis Parker Butler, illustrated, etc., 1 50
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- Woman in the Alcove, The, by Anna Katherine Green, author of "The Leavenworth Case," etc., 1 50

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