

HOW THE BRITISH BROUGHT DOWN TWO MIGHTY ZEPPELIN RAIDERS

London Turned Out in Its Night Clothes to Watch Thrilling Spectacle of Battle Between Great Airships From Germany and Flock of Defending Aeroplanes and Land Guns—People Showed No Fright, and Millions Cheered When One Invader Shot to Earth, a Mass of Flames.

London.—The most formidable air raid of history apparently has been in the same time the greatest failure. Previous raids on England carried out by two or even one airship have exacted a far more severe toll of life and wrought tremendous damage as compared with what was done by the fleet of 13 Zeppelins which came to London early one morning recently, while, on the other hand, for the second time in the history of the present war two of the mighty Zeppelins were actually brought down and one was destroyed. On one other occasion a Zeppelin was forced to come down and was lost in the Thames, but this time the airships actually met their finish through the good work of the British flying squad, after what was beyond a doubt the most thrilling battle in the air which has ever occurred.

The real story of the raid and the battle in the air cannot be told, at least for the present, and all attempts to describe what happened during the night must be limited to the accounts which are sanctioned for publication by the official press bureau.

What the Airships Did.

The sum total of casualties and damage caused by the 13 Zeppelins is as follows:

- Killed—Thirty persons.
- Injured—About 100 persons.
- Twenty-five houses and some out-buildings slightly damaged in the Metropolitan police area.
- Two water mains cut.
- A number of cottages and a church damaged in other areas.
- A fire at some gas works.
- Remarkable scenes were witnessed in London while the anti-aircraft guns were blazing away at the raiders. From the roof of the Savoy hotel, the correspondent obtained a perfect view of the airships brought down. They presented a wonderful sight, caught in the glare of more than a dozen searchlights, illuminating them from every angle. The light flashed as a signal of the victorious airman was plainly discernible above the destroyed raider and a minute later flames were seen burst forth from the huge airship, while shells were bursting all around it. The giant machine, now only a mass of flames, fell rapidly, meteoriclike, to the ground, but so great was its height at the time when it met its doom that it fell so slowly.

Throngs on Streets.

In London theaters, restaurants, cafes and bars close promptly at midnight under the new Defense of the Realm regulations, but although it was after two o'clock in the morning the streets were packed and a wild war of cheers hailed the fall and destruction of the unwelcome raider.

Hurrying from the roof to the ground floor of the hotel, the correspondent, although having already seen several air raids on London, witnessed ever-to-be-forgotten scenes. Staircases and corridors were thronged with people aroused from their slumbers, but few indeed were those who displayed the slightest sign of fear.

Women, who shortly before midnight had been dancing in the ballroom of the Savoy, elaborately gowned and jeweled, were clumping on the stairs in scanty night attire. Of men there were few to be seen. In private cars, taxis or even afoot they had already started for the spot where the remains of the Zeppelin and the bodies of its crew were then being consumed by the flames.

Flock to the Scene.

The flocks at Cuffley were of a remarkable character. Hundreds of thousands of persons flocked to see the wrecked raider, and such was the congestion on the local railway that an order had eventually to be issued that all bookings must cease. When night came hundreds were stranded and many made the return journey partly on foot.

The superintendent of aircraft construction and other high officers connected with the flying services were early upon the scene and spent a considerable time inspecting the machinery parts of the Zeppelin which had to be then recovered.

Sent Woman Cigars.

Milwaukee.—Former Federal Judge Pitkin still has an office in the federal building, and goes up there frequently. The other day he carefully wrapped up a book, intending to send it to a woman in Maine, but did not address

forgetting that it was not addressed. He laid it on the table in the court messenger's room, thinking that "John" messenger, would mail it for him. In the meantime, a package of cigars intended for Judge Jenkins, and the

Afterward it was carefully placed in one of the motor lorries for removal.

Tells of Finding Bodies.

A special constable gave a thrilling account of the tragedy.

"When I reached the spot," he said, "the Zeppelin—a mangled mass of ruins—was still a seething furnace, with tongues of hissing flames licking the framework, and reducing it to molten metal. So there was the heat that it was at first impossible to approach to close quarters. Falls of water had to be fetched from a pond in a field some distance away to cool the remains, and the work of extricating the bodies was proceeded with.

"That of the commander of the Zeppelin was first discovered. His left hand was still resting on the steering wheel, but his right hand had been torn away.

"Close by, the charred remains of six other members of the crew were with difficulty extricated from the wire entanglement to which the skeleton of the fabric had been reduced, and were taken to the outhouse of a neighboring inn. Upon the hand of one was found a diamond ring.

Saw the Raiders.

The arrival of the German raiders over the suburbs of London is related as follows by one who saw the destruction of the airship from one of the heights of Cuffley, where the raider came to grief.

"Some time after midnight the silence was broken by the deep boom of guns. Occasionally the boom was pierced by gun flashes. The boom of the guns found an answering echo along the hills and valleys in the distance. For a time nothing could be seen to justify the unwonted activity. Gradually our ears caught the sound of a dull droning noise overhead. It came nearer, getting louder and louder, until it resembled the roar of a fast traveling train.

"I swept the skies with my glasses. The outline of an airship was faintly discernible crossing out of the mist from east to west. It hovered about for a while as though the crew were trying to find their bearings. Suddenly it began to bear north. It swerved shortly and moved rapidly westward again, turning later and making straight for the south at a high speed.

Searchlights Shine Out.

"Meanwhile searchlights were played east, west, north and south of the road; their range stretching far out like the tentacles of an octopus. So far the raider had managed to evade the light. Now, however, one ray fell full across its path. It lighted the airship up beautifully, making it look like a monster silver-scaled fish. Other rays were concentrated and began to play on the monster. The sky was now one blaze of revealing light in the vicinity.

"In vain did the Zeppelin move about, hither and thither, seeking a way of escape. Everywhere the raider was pursued by those fatal rays. The shells began to play around the airship. Shells burst all around. Some got very close. The airship made a quick maneuver as though to escape northward. The pitiless searchlight followed and the raider was caught between two powerful rays and lined against a dark bank of clouds.

"That was the beginning of the end. There was a gun flash, followed by a roar. The raider was struck. Through my glasses I could plainly see it reel and rock under the hit. Then it began to descend earthward, very slowly. It could not now escape the rain of missiles. After the next hit the rear part of the Zeppelin broke into flames.

Crew in Midst of Flames.

"As it approached the ground the figures of the crew could be seen wreathed about by flames. Two of them either fell or jumped from the airship when it was about two hundred feet above the ground. While the blazing raider was suspended helpless in the air three loud explosions were heard in rapid succession. It was after the last of these that the final earthward plunge was made.

"The fight was watched by crowds on the hillside for miles around. As the monster took her final plunge, round after round of cheers blended with the boom of the guns.

"An occupant of one of the very few houses situated in the district where the Zeppelin fell says:

Another Trick of Fate.

Rochester, N. Y.—John Whitaker, who returned recently unharmed after a year's service in the trenches in France, suffered concussion of the brain in a football game here recently.

a match to a new incandescent gas burner. She slid down toward the ground, and it all happened in about fifteen seconds.

"I made for the spot where she fell, and found her a huge heap of broken metal. There was smoldering in some places. Shortly afterward the fire brigade arrived on the scene and the hose was played on her for some time."

Sees Zeppelin Fall.

"Another eye witness says: "I saw a Zeppelin completely focussed by several powerful searchlights. It appeared to be at a great height, but it seemed that it must be at any moment, so splendid was the marksmanship of our gunners. Presently the Zeppelin disappeared in the low-lying clouds, and while the searchlights continued to play on the spot where the Zeppelin had been focussed a glow spread over the sky and gradually extended and increased in its intensity until the whole heavens were illuminated.

"In the center of this magnificent glow was a huge flame, which soon became larger and larger. It was quickly apparent that the Zeppelin was well aflame. The airship tilted at an angle of some 80 degrees, and in a few seconds the configuration extended the full length of the airship. Almost as suddenly the huge blaze subsided into a dull red glow, and the spectacle was at an end."

"Yet another spectator saw it thus: "The air was full of the reports of anti-aircraft guns and falling bombs. Suddenly, a great blaze of light appeared in the sky at an altitude of many thousands of feet. A great column of flame shot up, and a great cloud of smoke could be seen rolling above the fire. The flames shot up hundreds of feet.

"As the raider slowly fell to the earth its appearance suggested a huge fiery parachute. The blazing mass gathered speed as it fell while the flames alternately expanded and contracted. By the time the airship was within a thousand feet of the ground all the gas had apparently left the bag, and only the solid framework and the gondolas containing the wrecked engines and the scorched and lifeless bodies of the crew reached the ground."

Centered in Light Ball.

Another watcher on a hill north of London thus describes the plight of the Zeppelin before it was hit:

"When the guns opened fire the Zeppelin had already been centered in the ball of light created by the myriad arms of pale lights which shot up suddenly from the darkness of the city. The Zeppelin was at a great height—so great, indeed, that it seemed just like a bar of polished steel, about the thickness of an engine piston rod, and there it remained, apparently motionless and undecided, which way to go, while the guns peppered it without cessation.

"Shells burst around it, in front and behind it, above and below it. It made to turn as if in the direction of the coast, but a shell burst ominously near its nose and caused it to swing round in the opposite direction. Its tail dipped and it made to ascend still higher, when a shell burst directly over it. Another descent was necessary, and three shells burst simultaneously below it.

"Behind it and in front of it two shells burst at the same time. The Zeppelin wriggled like some leviathan in the coils. It seemed impossible for it to go north, south, east or west, and there it stood for a second or two, helpless to move, with the shells bursting all around it."

Aeroplanes in Pursuit.

One who witnessed the end from a country lane on the northern outskirts of London at a distance of eight or nine miles heard the Zeppelin pass over first and then aeroplanes in pursuit. He said:

"If there was no explosion from bombs the lack of noise from this source was made up by the whirr of aeroplanes in pursuit. They took up the chase through the white fog. The Zeppelin flew off and darkness once more reigned.

"Then the country became as light as day and a glow of red illuminated everything. For a few moments the flame was so intense that it was easy to read the print of newspapers, and the objects in the thick fog were magnified two or three times their usual size. It was a fantastic scene. A roar followed and darkness again fell. A moment later the whole scene was again enacted and then the countryside was once more swallowed up in darkness."

A flying officer said the destroyed Zeppelin appeared to him to be larger and longer than the usual type although he was not in a position to say that it was a super-Zeppelin.

Hunting Crows; Hurt Himself.

Middletown, N. Y.—George Neill, a farmer of Jeffersonville, took his gun and went out to shoot crows which were raiding his cornfield. As he was about to raise his gun to fire at a crow the weapon was discharged, sending the charge into his foot and shooting off one of his toes, besides badly injuring his foot. The farmer then harnessed his team and drove several miles to have a surgeon dress the wound.

Auto Horn Alive.

Trenton, N. J.—James B. Breese has trained his prize Dalmatian dog to act as an auto horn. The dog sits on the front seat of the machine, and whenever his master nudges, the dog barks furiously.

Should Study Chemistry.

New York.—To help his young man Samuel Yacovite put calcium carbonate in his bath water. The gas jet was lighted. The blast that followed shattered every window in the house and sent Samuel to the hospital.

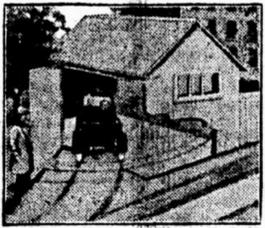
FOR NARROW ALLEY

Special Door That Makes Admission to Garage Less Difficult.

HAS ITS OPENING AT SIDE

Chief Part of Its Construction Is a Platform Supported by Wheels, Running on a Curved Track—Cost of Building Not Great.

The problem of building a garage that is accessible to one driving a motor even though it opens on an alley so narrow that a car cannot back out of the structure, has been solved by designing a door at the side instead of the end of the garage. The hinged edge of the door is farthest from the alley. Projecting from, and fastened to, the inner side of the door near its free edge is a platform that lies close to the ground and is supported



This Side Door, to Which a Low Platform Supported by Wheels Is Attached, Makes a Garage Facing on a Narrow Alley Easily Accessible.

by wheels that run on a curved track embedded in the ground. To put up a car, it is driven through the open door until its hind wheels rest on the platform. The door is then swung around, carrying the rear of the car with it. By reversing the procedure the car can be backed into the alley easily. The cost of constructing this door is not great.—Popular Mechanics Magazine.

WHERE THE POWER SHOWS

Heavy Trucks That Are So Much Used for Commercial Purposes Effect Immense Savings.

Nowhere is the automobile vehicle displayed in a higher degree of efficiency than in the big power-driven coal trucks and the wagons for the conveyance of building materials, now so common. The big coal truck carries four, six, ten times the load of the old-time one-horse coal cart, and goes and comes four times as fast, and it's just the same with the brick and sand wagons.

Here was a big wagon loaded with brick coming up the street at a good smart clip to swing out in front of a building under construction, and there, with ample power, to back up to just where they wanted the brick dumped. There the driver starts the automatic tilting mechanism, and in a minute he has dumped his big load and is off for another, with that tilted wagon body setting down into position again as he disappears down the street; really an engaging illustration of the big power-driven wagon as it is seen in action.

Sand Sprays Prevent Skidding.

A sandbox for motor trucks and automobiles, operated in a manner similar to the sandbox of locomotives, but which spreads the sand sideways to prevent skidding, is one of the latest inventions. On either side of the car, below the running board, are sandboxes connected by piping with a compressed air cylinder situated at the back of the car under the seat. Air is compressed by a simple attachment to the driving shaft of the car. This and the discharge of sand are controlled by a lever from the driver's seat. The compressed air forces out the sand, which is thrown against curved screens that depend from a running board immediately in front of the wheels. The screens reflect back the sand, throwing it to each side and thus making a sand track sufficiently wider than the wheels as to make it virtually impossible for these to skid. The invention promises to be cheap enough to come into common use, and ought to be useful on icy surfaces.

Caring for the Car.

Realizing that the good appearance of their cars in owners' hands has much to do with popular impression concerning their qualities, a number of manufacturers are supplying cans of body polish as regular equipment. Dealers' instructions and even letters to new owners emphasize the importance of taking proper care of the finish of the car, especially through the consistent use of a preparation that is designed to preserve its luster.

Speeding in Rio de Janeiro.

Claim may be made that nowhere in South America do automobiles run so rapidly as in Rio de Janeiro, and in few other cities are they as numerous. The many circular and gradually lengthening boulevards in and about the Brazilian capital prove ideal tracks. There is a speed limit, but it is rarely observed, and double drive ways diminishing the danger of collisions, but of course not entirely preventing them.

New Puncture-Proof Tire Idea.

One of the newest ideas in puncture-proof auto tires is designed upon the same principle that re-enforced concrete structures are built. A framework is manufactured in tube form from strong elastic vegetable fiber. A special substance is then poured in to fill up the frame while hot. It solidifies in cooling and becomes elastic and strong enough to resist most road bruises. It is claimed to be more durable than the rubber tire and also more elastic. The construction of the filling is a trade secret.

Gasoline Economy.

Most drivers of automobiles use more gasoline than their cars need. Instead of cursing the Standard Oil pirates, spend half an hour in ascertaining how little gasoline you can use without loss of driving power. One must learn this for himself, as the sellers of gas seem not to know, and assuredly do not care. —Chicago Tribune.

Use Clean Water.

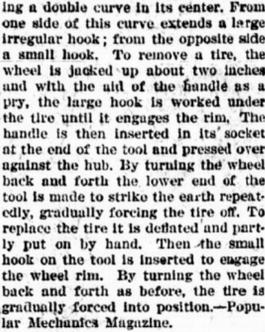
Don't put dirty water in the radiator. You will ruin the engine.

HANDY TIRE REMOVER

SIMPLE TOOL DOES WORK WITHOUT CAUSING DAMAGE.

Would Seem Destined to Have Place in the Equipment of All Automobile Drivers.

An automobile-tire tool which is so designed as not to damage the inner tube when removing a tire, consists of two iron parts: a straight, removable handle, and an irregularly-shaped bar having a double curve in its center. From one side of this curve extends a large irregular hook; from the opposite side a small hook. To remove a tire, the wheel is jacked up about two inches and with the aid of the handle as a pry, the large hook is worked under the tire until it engages the rim. The handle is then inserted in its socket at the end of the tool and pressed over against the hub. By turning the wheel back and forth the lower end of the tool is made to strike the earth repeatedly, gradually forcing the tire off. To replace the tire it is deflated and partly put on by hand. Then the small hook on the tool is inserted to engage the wheel rim. By turning the wheel back and forth as before, the tire is gradually forced into position.—Popular Mechanics Magazine.



SPEEDWAY RACING A BORE

Writer Thinks Crowds Are Drawn to Them in the Hope of Seeing a Smashup.

How far wrong was the autist who once remarked that most folk are drawn to automobile speedway races by the hope of seeing someone killed? It is the thrills it generates; the science it calls into play or the pleasure it affords that usually draw crowds to athletic contests. But long-distance speedway racing is the one so-called sport that is almost devoid of sensations; it is a contest where the spirit of contest seems almost totally absent; a spectacle that provokes no real excitement after the first few minutes. It becomes a monotonous thing to watch long before the end has been reached.

And yet year after year thousands of persons attend these speedway races. True the major portion of each crowd witnesses such races for the first and last time. It comes to see what can be seen—and it never comes back. Its place is taken the next year by another "once-but-no-more" crowd. But there are "repeaters"; some persons do go back year after year to see the speed demons in their races against time—and against death.

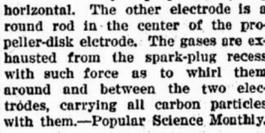
Automobile road racing has its thrills. Dash races on a speedway create some real shivery feelings along the spinal column. Both are real contests where the man element actually enters; where a race is a race. But those 100 or 200 or 300 mile races around a speedway are nothing but professions; little more than tests of motors and tires; a tiresome exhibition to an extreme.

And yet there are some people who attend all the big speedway events. What draws them there? Was the man right? Is it that morbid hope of seeing a frightful smashup urges them through the gates and into the stands?—Exchange.

MAKES EXHAUST GASES WORK

By a Whirling Motion Carbon Particles Are at Once Removed From the Electrodes.

Differing from all other spark plugs, this new device relies on the whirling motion of the exhaust gases to remove carbon particles from the electrodes as soon as formed. One of the electrodes is shaped like a propeller, lying horizontal. The other electrode is a round rod in the center of the propeller-disk electrode. The gases are exhausted from the spark-plug recess with such force as to whirl them around and between the two electrodes, carrying all carbon particles with them.—Popular Science Monthly.



Flushing Does Not Remove Scale.

Flushing a radiator and cooling system does not remove the scale and slime left there by the water. Take two pounds of washing soda, dissolve with hot water and pour into radiator through strainer as it dissolves. When this is done run the car three or four hours and then drain cooling system. Do not allow it to cool in radiator. Then fill with fresh water. If the engine has just been overhauled, the pump is probably in good condition; this will be shown by heat descending in radiator. If bottom is hot while top is hot the pump has failed.

Hissing Valves.

Of course when you hear hissing that comes from escaping compression you naturally think of valve grinding. But it does not always follow. A small piece of grit may become fastened to a valve head surface and prevent the valve from seating tightly, or a variation stem adjustment by vibration may cause the valve to seat imperfectly, and in either case there will be a hissing sound.

Gasoline Economy.

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Use Clean Water.

Don't put dirty water in the radiator. You will ruin the engine.

The HOME BEAUTIFUL

Flowers and Shrubs Their Care and Cultivation



Among the Most Satisfactory House Plants for Winter Are Palms and Clinging Vines.

HOUSE PLANTS IN WINTER

By L. M. BENNINGTON.

Among the most beautiful and satisfactory house plants for winter are palms. They are very strong and hardy, and with the observation of a few simple rules can be kept green and vigorous all winter. More palms are killed by overheating than by cold. They should have a temperature of between 50 and 60 degrees. If it is not convenient to have any room in the house kept as cool as this, stand them in the corner farthest from the radiator, as close as possible to the light, but not in the glaring sun.

The worst enemy of the plants is dust. Owing to its smooth leaves, the palm can be readily kept free from this. Its leaves should be washed with a soft sponge and lukewarm water.

The watering of the plants is of great interest. The great danger is that the housewife will be too generous in this respect. It is difficult to give a definite rule. Generally speaking, the earth in the pot should be kept moist, but not wet. If the room is kept at high temperature, the plant will require more water than in a cool place. But winter should be a time of rest for the plant. It should not do much growing, and therefore nourishment and water should be given sparingly. It is easy to soak the soil of a plant, but hard to dry it, once thoroughly wet.

Neither a palm, or any other plant, should ever be put in a glazed pot. If an ornamental pot is desired, the earthen pot should be set inside. A porous pot absorbs and evaporates the moisture, while in a glazed pot the earth grows sour and unfit for even very hardy plants. There should be a hole in the bottom of the pot, over which a stone, a bit of broken crockery or something similar should be laid. This will keep the earth from filling it up, and the surplus water will trickle out beneath. A few lumps of common charcoal at the bottom of the pot will prevent the roots from rotting, and powdered charcoal mixed with the earth has the same effect, keeping the bottom from turning sour.

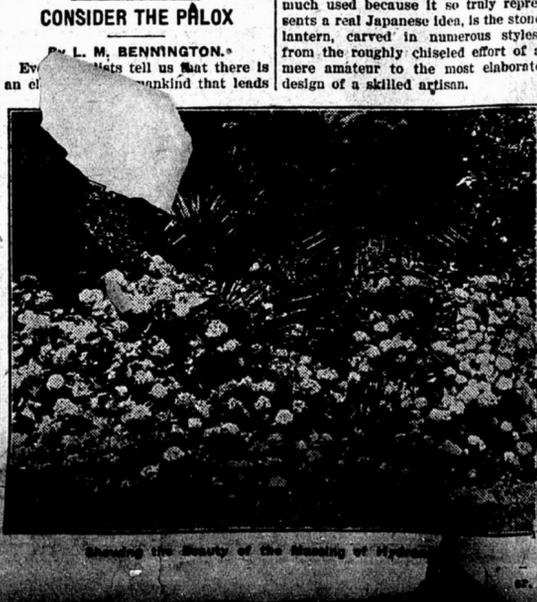
Having temperature and moisture right, the next enemy of the plant is parasites, such as fungi and insects. Many little insect pests infest the palm. Some of these are destroyed by washing the leaves with a sponge and soft brush, using clean water only.

Those that cannot be destroyed in this way, such as scales, can be quickly dispatched by tobacco juice diluted with water. Any tobaccoist or cigar manufacturer will give you all the ribs of tobacco leaves you want. Put a handful of these in a quart of water and boil. Wash the leaves with this, and if you put in a little whale-oil soap, it will be more effective. Of course, there are many insecticides used by florists, but this is a cheap, simple remedy, which is just as effective as any other. Being a vegetable poison, no great care is required in handling or using the tobacco juice, whereas Paris green and other mineral poisons should be applied with the greatest precaution, as even a slight overdose will scorch the leaves and thereby ruin the plant.

CONSIDER THE PALM

By L. M. BENNINGTON.

Every plant tells us that there is an element of kindness that leads



Showing the Beauty of the Seasoning of Palms.