

Future of Com. Airship

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airship the breaking down of an engine merely reduces the speed and, as 75 per cent. of the full speed can be maintained with half the engines out of action, it will be seen that the possibility of loss owing to engine failure is very remote. In the airship repairs are very remote. In the airship repairs can be effected to the machinery while in the air, and with any of the engines shut off the consumption of fuel is reduced and the radius of action increased.

As a corollary to these points, we may anticipate that to a certain extent in the future the aeroplane will usurp the functions of the express train and short service steamer, while the airship will take over the express service of ocean-going liners.

It has been mentioned above that the percentage of disposable lift increases with the size of the airship. Bearing this in mind, the comparisons given at the end of this article, between the airship of 2,000,000 cubic feet (of which R 34 is an example) and the 10,000,000 cubic feet airship of the future are highly interesting. The figures for the latter ship are, of course, theoretical, but may be accepted as being on the moderate side. It will be seen that, although a 10,000,000 cubic feet airship has five times the gross lift and over five times the disposable lift of the present day ship, the dimensions of the large ship are only 1.7 times greater.

It is admitted that some time must elapse before we shall attain to ships of these dimensions. On the other hand, Messrs. Vickers are prepared to construct immediately an airship of 3½ million cubic feet capacity, which will have a gross lift of 105 tons and a disposable lift of 68 tons. The estimated speed at full power is 75 miles per hour, and the endurance, carrying 15 tons of passengers and freight, 80 hours or 4,800 miles. This ship is designed to be fitted with a comfortable saloon on the top of the hull structure with proper sleeping quarters, a kitchen to supply hot meals, and every convenience possible.

With an airship of this power and capacity it seems reasonable to assume that the following services could be maintained:—

London to New York, via Portugal and the Azores, 3,600 miles; time taken, 60 hours.

This route affords better weather conditions for the outward bound airship.

New York to London direct, 3,000 miles; time taken, 50 hours.

London to India and Australia:—

London to Cairo, 2,050 miles; time, 34 hours.

Cairo to Colombo, 3,400 miles; time, 57 hours.

Colombo to Perth, 3,150 miles; time, 53 hours.

Allowing 12 hours for refuelling at Cairo and Colombo, Australia could be reached in 168 hours, or exactly 7 days.

Further services suggested are from London via Lisbon and Sierra Leone to Rio and Buenos Aires, and Cairo to Cape Town via Nairobi.

With the airship developed on these lines the uses to which it could be put are manifestly of great importance. The range, practically speaking, is unlimited, and in future ships the weight-carrying capacity will be large. Urgent mails and passengers requiring rapid transit could reach this country in half the time taken by the fastest steamship routes, and any city in the world could be reached in less than a fortnight from London.

One great objection to the employment of the airship has been the number of men required to land and handle it in rough weather. This problem has now been practically solved by the use of the mooring mast. In the future this mast will be transformed into a tower by which passengers and goods can be transferred to the ground by means of a lift contained within it. The airship will ride head to wind, secured by the extreme bow point to

mast or tower, and will only enter a shed for periodical refit.

Finally, with the necessary organization completed, as a result of this year's experimental work, there seems to be ground for thinking that a regular airship service can be maintained between the countries as outlined above. The Germans are, beyond all doubt, alive to the possibilities of this type of airship. England became, at the conclusion of the war, the leading power in airship construction, and it will be a thousand pities if she lets other countries reap the fruits of her labors.

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The Secret of Saddle Gap

By Edith C. Bayne

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thing was about as clear as—mud until I met White Eagle, but I was determined to get to the bottom of the mystery. When the old chap tried to place Nugget Bay forty-three miles north of here, when it's really just over yonder, I became more eager than ever.

"Yes, it's called Eagle Inlet now," said Gail. "My, won't dad get the surprise of his life? Poor old dad!"

Up on the bluff it was clear and dry but across the wide valley the sun shone through a sparkling, slanting, gusty downpour of silver rain. Occasionally forked

lightning cut yellow gashes in the far away blue. In the rain - cleansed distance the Rockies stood out clear, their peaks rosy.

"Next week," said Bestwood, "we begin work on the bridge."

"You always get what you want, don't you?" smiled the girl.

"There's something else I want," he said significantly.

She looked up—and quickly down.

"If even Old Comox failed in resisting you," she murmured demurely, "what chance have I?"

"Not a chance in the world," he agreed, happily.

And the victor took the first instalment of his spoils.

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