

# Stranded Plane Bobs at End of Trawler's Rope

### Wade and Ogden Make Desperate Efforts to Salvage Ship and Stay in Flight.

By **LOWELL THOMAS**,  
(Copyright, 1925.)

Although the rain and wind was coming from the north and west, we knew it might shift any moment. So of course it was impossible to tell where we might drift. It had been our custom to cut our maps in strips and roll them so they would be easy to handle. In the cockpit as we flew. They were large scales and whenever flying over thoroughly explored regions our maps showed every village, mountain, stream, or other landmark. The strip we had along on this hop to Iceland included nothing but the Orkneys, the Faroes, and the eastern end of Iceland. So we could only make a rough guess as to how far we were from mainland," added Wade.

"Here was where we did a thing that caused Smith and Nelson to afterwards dub us 'the world's greatest optimists.' Hank climbed out of his cockpit, hung on the edge with one hand, opened the tool compartment, and then ferreted out a very small scale National Geographic society map of the world, which we had carried all the way around. On this map we measured off the distance we were from the coast of Norway, and figured out that with favorable winds we might possibly exist until we drifted to those shores, providing of course that we could keep the plane intact that long.

**Sea Becomes Rougher.**  
But within a very few minutes after we had to come to that conclusion the weather changed for the worse. The sea became increasingly choppy, and it looked as though the wings would dip under the waves and buckle up almost any moment. Just imagine the sensation of being wrecked at sea in a plane, and being obliged to sit hour after hour watching the waves rolling toward you and expecting every second to see the wings crumpled up by the weight of the water! We got enough kick out of this to last us for the rest of our lives. It was something like the suspense endured by the victim in Poe's blood curdling tale of the Pit and Pendulum when he saw the razor-edge pendulum swinging nearer and nearer to the brink of that pit where he lay bound and helpless.

Hour after hour went by and the only scenery we had to look at was our own plane in which we had journeyed two-thirds of the way around the world, a seemingly endless expanse of water all around us and the gray bowl of an arctic sky. We said very little to each other, but we did a lot of thinking. One by one all the deeds of our lives seemed to pass before us, and one by one we saw the faces of our relatives and intimate friends.

**Rescue in Sight**  
But finally I saw a second whisp of smoke off on the horizon. This time we were determined that it should not get away from us. Yanking one of the wooden supports from the back end of the fuselage, we attached a strip of fabric to it that we always carried along for wing patches. With a few tacks we improvised a flag that was lighter and easier to wave than the heavy canvas we had used in vain earlier in the afternoon.

"Hank climbed out on the upper wing with it and started to wig-wagging furiously. We wondered whether the ship would turn out to be the cruiser Richmond or merely a passing fishing boat. Fortunately it was headed in our direction and as it drew nearer and nearer we saw that it was a fishing trawler.

"But in order to make quite sure that it was I got out the flares and also fired a few shots with our rifle, while Hank kept on wig-wagging. You can't imagine the feeling of relief it gave us when we saw that they had noticed our signal and were coming toward us.

"The trawler proved to be the Ruyk Ramsey, and she came alongside at 3:30. Somewhat to our amusement her skipper shouted out: "Do you need any help?" "Well I should say we do!" I replied.

"What kind of help can we give you?" asked the old fisherman. "Throw us a tow line," said I. "But there was such a stiff wind blowing that it was extremely difficult for us to talk back and forth. We shouted to them to come astern and throw a line overboard on floats so that we could drift along and pick it up without danger of colliding with the trawler. But instead they attempted to come closer and toss us the line. Of course they were not aware of the speed with which our light plane was drifting. A moment later we got the biggest thrill we had so far. As they wallowed in the trough of the sea we rode on the crest of a

great wave and nearly the whole of our fuselage was suspended over their stern. We yelled for them to push us away, but fortunately as they bobbed up out of the trough of the sea our plane was carried one way and the trawler the other way. "The captain of the fishing boat then saw for himself how it would have to be done. This time he attached the line to a float which he threw overboard and dived around in a circle until he dragged it near enough for Hank to fish it out of the water.

"By good luck we had come down near the course that is taken by fishing boats plying between the Orkneys and Faroes. The latter islands were the nearest so the trawler attempted to tow us toward them. Now came still more thrilling. The trawler was awfully slow and as a result of the cross wind blowing she would rise and fall with the swell. But each time she went up on a wave she seemed to stand still. At each of these moments the plane would swing around and head into the wind according to the natural instincts of a plane. Then when the trawler would shoot off from the crest of the swell the poor old Boston would get a jerk that would make her shiver from nose to tail. Frequently the pontoons would be yanked right under the water.

"After a half hour of this the trawler found that she wasn't making any headway, so stopped towing and simply stood by awaiting the arrival of one of our destroyers. In a little while the Billingsley arrived, and we cast adrift to pick up the destroyer's line. A few minutes later the Richmond rated up. Again we switched over, and in transferring to the admiral's cruiser one of our wings dipped under a wave and the ribs of the trailing edge popped like the crackle of a machine gun.

"Plying alongside the Richmond, we drained off all the gas and oil, and lighted her before attempting to hoist her up on the deck. The sling was dropped down from the crane, and after attaching it, we went aboard the cruiser in order to still further lighten our plane. Our spirits were high again. We foresaw no difficulty in the way of hoisting the Boston on board, and then returning to Kirkwell for repairs.

**Fight to Keep Afloat.**  
"The signal was given and I can recall the wonderful feeling of joy that swept over me as I saw our beloved plane raised off the water for three feet. But then the crash came. The tackle was wrenched loose from the mainmast, and the plane fell. Fortunately all of the sailors had cleared away from underneath and no one was injured. Our task now was to keep her afloat, because the fall had broken the pontoons. Men went aboard at once with veneer, fabric, and 'dope' to make emergency patches, while others operated the bilge pump. We also decided to take everything loose off the plane, such as baggage, tools, and spare parts, and then disassemble her by sawing off the wings and pontoons before attempting to hoist the fuselage on to the deck.

"But fate was against us. The wind had been increasing in violence and it soon became impossible to work on the plane. She tossed so violently that it looked for a bit as though the men on her were going to lose their lives. One of them did get carried overboard, but two of his companions seized him before he had been carried away. Then they all returned to the cruiser, and we saw that our only chance was to attempt to tow her to a lee shore in the Faroe islands and disassemble her there.

**Too Excited to Eat.**  
"After we came on board the Richmond the officers urged us to have some food, as we had gone without eating all day. But we were much too anxious about the plane to be interested in anything else. However, they brought coffee to us out on deck and it bucked us up a lot.

"As we started to tow the plane 'Hank' and I remained astern to watch her. We had very little hope that in such a rough sea she would be able to stay afloat until reaching the Faroes. We watched in silence until nearly midnight, and as she had survived the gale so far we decided she might pull through. Going below, we sat down to dinner of roast duck. The food didn't appeal to me just then, but I recall vividly the struggle that 'Hank' had with his bird. He said he was sure it had flown around the world several times. Finally he gave up trying to cut it and simply chewed and sucked the juice from one of its angular corners like an Eskimo woman chews her husband's boots in the morning so he can put them on. After dinner we threw ourselves on our bunks.

"There were many newspaper men on board, I cannot thank them too much for the consideration they showed to us. They realized how we felt about our accident, and not one of them bothered us with a single question that night. It was mighty sporting of them, and we deeply appreciated their thoughtfulness.

"Shortly after 5 o'clock I was aroused and told that the plane had capsized. This had occurred after the front spreader bar had broken loose and allowed the pontoons to come together. All of the tanks had been left open in the event of just this sort of thing happening, so they would fill with water and cause the plane to sink instead of drifting about as a menace to shipping.

**Plane Goes to Bottom.**  
When this occurred we were within a mile of land. But we were forced to abandon her, and at 3:30 we cut the tow lines, bade farewell to our friend who had carried us so far around the globe, and headed straight for Iceland.

"We wirelessed Smith that every possible effort had been made to save her, but that this had proved futile. "I have never seen four such worried and gloomy men," said Erik Nelson, "as we were when that wireless reached us at Hornafjord, telling us that Wade and Ogden had lost their plane. At that moment it seemed as though it was just as great a tragedy for us as it was for them. It was mighty tough luck and we all knew that it was only chance that had prevented this occurring to some of the rest of us. We had changed motors at Brough, England, and Wade and Ogden were the first to install the new engine. The three new motors lay there on the floor of the Blackburn aircraft factory, still in their crates. Ogden hesitated for a moment before picking the one of the three that he would open. But one crate happened to be a bit easier to open than the others, so he took it, just as the rest of us would have done. In doing so he got the one dud of the lot. Just where the weakness developed we do not know,

but the probability is that the oil pump shaft broke, thus preventing the oil from circulating. "We had spent nearly all of Wednesday, the 4th of August, waiting for more news from Wade and hoping there still might be some chance of salvaging the plane. We were stunned by what had happened. Of course, we were relieved to know that they were both safe, but it simply made us sick at heart to think that they had come 20,000 miles around the world then lost their plane through absolutely no fault of their own.

"That night we spent a few hours at the home of one of the leading men of this town of 80 people, listening to Mr. Danielson's six flaxen haired daughters sing old Icelandic songs. Next morning we got away at 9 o'clock for Reykjavik, the capital of this famous island of the arctic. Although the run was only about 300 miles we had to buck such a stiff head wind that at times we were barely creeping through the sky, and at one point we had the strange ex-

perience of flying through a thick duststorm away up here where we had only expected to encounter snow."

**K. C. & N. ROAD ASKS FEDERAL AID**  
Table Rock, Jan. 23.—According to the Summerfield Sun, all delinquent taxes of the Kansas City & Northwestern railroad have finally been settled by representatives of the company. The next step will be the hearing of an application for federal aid, which has been awaiting dismissal of the receivership. The interstate commerce commission will hear the case in February. Federal aid amounting to \$2,355,000 will be asked for.

This road runs through the west part of Pawnee county, its western terminus being Virginia in Gage county.

# Conditions on Farm Improve Grain Growers Receive More for Crops in 1924 Than in 1923.

Fremont, Jan. 23.—Fremont elevator statistics show that more corn and wheat were sold in this vicinity by the farmers in 1924 than in 1923 with a resultant increase in the money paid to the growers. "According to Jerry Watkins, of the Farmers' Union Co-operative association of Fremont, conditions on the farm are improving but the crisis is not yet passed. Until the new crops appear above the ground the farmers will not be really prosperous. Watkins predicts. Another good crop, however, and the

much discussed prosperity will be here, he pointed out. In 1923 the Farmers union books show that the farmers of this community sold 110,628 bushels of corn through that firm alone. In 1924 the figure climbed to 128,250 bushels. An increase of over 36,000 bushels of wheat also was recorded. The same trend holds true with the records of the local Nye-Schneider-Jenks elevator in Fremont. Watkins stated that there is some corn being held at the present time but mostly among farmers who can afford to do so. Favorable marketing conditions awaited those forced to sell. A large number of farmers are also feeding, he pointed out, hoping to realize a greater profit on their stock. Little cattle is being sold at the present time, he said, with the feeders unable to make any profit at the present prices. If you suffer with officials and need a course of treatment, try the golf course.



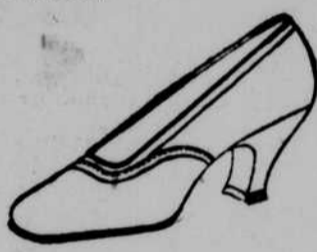
Lotus Lowell Thomas

# Thompson-Belden

## Saturday -- a day devoted to the disposal of the old for reduced prices and to the introduction of the new for moderate prices

### Valentines -- to make Ten for 25c

A box containing materials and instructions for making 10 lovely valentines will give a child pleasure and prove instructive entertainment. The valentines themselves will be pretty lace paper affairs with Valentine verses. **Second Floor.**



### -- the Regent Pump 9.00

This smart plain pump with round French toe, and military heel, is one of the smartest of Spring footwear fashions. Patent leather or black satin. **Street Floor.**

### Ruby Ring Silk Hose 1.95

An excellent service silk hose which is featured only here in Omaha. It is made with a Ruby Ring at the knee, which prevents laddering. The newer shades: Gunmetal, Airedale, beige, Russian calf, tanbark, Prizilla gray, racquet, and cowboy; also black. **Street Floor.**

### Women's Night Gowns 1.95

Batiste dainty with hand-work and lace edging—peach, flesh and orchid. Another value in gowns are voiles, at 2.75. **Second Floor.**

### Vests and Bloomers 95c and 1.69

Rayon (artificial silk) lingerie, well made, and of excellent wearing quality. Plain and fancy weaves. The vests in bodice top style: flesh, peach, orchid, and Nile. The bloomers reinforced: flesh, peach, orchid, and Nile, light tan, gray, black, and peacock. **Street Floor.**

### Chamois Gloves 1.95

The barritz, or sac-wrist gauntlet, which is becoming smarter each day. This simple slip-on glove of excellent quality skins, is worn with practically any costume, and in all seasons. Washable! **Street Floor.**

### A Corset Clearance 1.95 and 2.95

Many excellent bargains are obtainable in the section of corsets, Saturday. Any number of higher-priced garments have been marked at these two prices. They include back lace models, girdles, front lace models.

### Special Girdles 3.50 and 5.00

Our January specials include two models of beautiful silk figured brocade. New type brassieres—49c and more. **Second Floor.**



# Better Dresses Greatly Reduced

Our Smartest Frocks, now **16<sup>50</sup>**

Distinctive frocks from Thompson-Belden stocks—the latest models to be purchased for present wearing.

- Flat Crepes
- Crepe de Chines
- Velvets
- Poirot Twills
- Charmeens
- Chennille Chiffons
- Velvet Chiffon

The saving on former prices is of considerable extent; it is wise to buy where such values are offered.

- Coal Dresses
  - Dinner Dances
  - Dance Frocks
  - Dinner Gowns
  - Street Frocks
  - Business Dresses
- Third Floor**

# Smart New Fabrics Woolens -- Silks -- Cottons

### Ombre Scarf Chiffons 2.25

- Cream to Brown
- Flesh to Flame
- Lemon to Vermillion
- Rose to American Beauty
- Orange to Burn Russett
- Sea Green to Jade
- Orchid to Fuschia
- Sky to Indigo

### Charmeline -- a Spring Woolen 5.50

- Penny Brown
- Neutral Picamhny
- Shutter Green
- Praline
- Gray
- Reseda Green
- Cocoa
- Rust Navy
- Airedale
- Sortonto Blue

### New Tub Alpacas 1.00

An entirely new wash fabric is this alpaca—a cotton and Rayon weave, sheer, fine, and lustrous; yard—**1.00** Apricot, blue and pink with white pin stripe. Roman striped in pastel shades. Plaids: black and white, blue and tan, blue and gray, pink and blue, blue and gray. **Second Floor.**

# Fancy Linens

### Clean-Up Sale of Mussed & Soiled Pieces

### Now 1/2 Price

During one of Mr. Horne's January linen sales many of his finest pieces become soiled and mussed from much handling. One laundering puts them in their original condition, but, of course, we do not retain them in regular stock. We prefer to dispose of them immediately, giving our patrons the advantage of such a sale by offering them at

### Exactly One-Half Price

- Madeira Lunch Cloths
  - Madeira Tea Cloths
  - Madeira Scarfs, Oblongs and Ovals
  - Italian cutwork and filet: doilies, oblongs, ovals, scarfs, centers, pillow cases and boudoir pillows.
  - Venetian lace scarfs, centers, oblongs, ovals and doilies.
  - Italian cream crash linen scarfs and lunch cloths.
  - Towels of Appenzell or Mosaic hand embroidery.
  - And many other items too numerous to mention.
- Street Floor**

# "Religious Liberals of American Life"

On this subject Rev. Ralph E. Bailey will present the following sermons at the First Unitarian Church, 3114 Harney St., Sundays, at 11 a. m.:

- Jan. 25—"William Ellery Channing—Preacher of Human Rights."
- Feb. 1—"Thomas Jefferson—Champion of Democratic Institutions."
- Feb. 8—"Ralph Waldo Emerson—Defender of Daring Idealism."
- Feb. 15—"Abraham Lincoln—Servant of a Great Cause."

In the long lost men cannot be persuaded to deny their own moral nature, and they will not be content with a theory of the universe which does not satisfy their sense of right.—W. B. Selbie.



"The Best Place to Shop, After All"