

# WASHINGTON SIDELIGHTS

## United Service Club of America Proves Popular

WASHINGTON.—Washington has a historic Army and Navy club. Like everything else connected with the war and navy departments, the sudden expansion of the nation's fighting forces overtaxed this club. Officers swarmed to Washington too fast to be absorbed by the existing club. Hence the United Service Club of America had its inception. But the Washington problem is not the only one the new club hopes to meet. Henceforth officers will gather in many cities, near the great camps and entonments in this country, and later behind the fighting lines abroad. Even greater will be the need in these places for some common meeting ground for men who wear shoulder straps. Last November three young officers put their heads together to find a way to meet this need. They were Capt. L. H. Ellison, engineers, U. S. R.; Capt. T. H. Messer, engineers, U. S. R., and Lieut. E. C. Irion, infantry, N. A. Secretary of War Baker gave them his hearty endorsement of a project they worked out for a service club, to be launched in Washington, with auxiliaries wherever officers of the army and navy are gathered.

A historic Washington home was leased and opened as the headquarters of the parent club. This home is the so-called Westinghouse mansion, 1506 Twentieth street, facing Dupont circle. It was built by James G. Blaine, later belonged to his son, was occupied for a brief time by Joseph Letter, and passed into the hands of the Westinghouse family, and now is the property of George Westinghouse, Jr., from whom it was leased.

So popular has the club become that options already have been obtained upon several other buildings in the neighborhood, which are under consideration for use as additional sleeping quarters. In the original club building there not only are rooms to be had for officers who remain here for a time, but the fourth floor is given over to a barracks to accommodate the overflow of transients who desire accommodations for a night or two as their assignments bring them to Washington.

## Some of the Freaks Found in the Patent Office

THE man who said that the one place in all the United States where freaks existed and were to be found in great abundance was the patent office at Washington, certainly told the truth. The craziest offsprings of the human mind may here be found in the various freak inventions which go forth each working day of the office. Almost daily some inventive genius offers a model of something which will benefit the great world at large, and perhaps within the same hour some mechanical lunatic seeks a patent on some "rattle-brain" idea which he avows will cause people to live 600 years if they but follow "instructions on the perfect system of physical culture."



A certain poultry genius has sent in a model of a box-trap nest for nonproductive egg hens. The hen sits in the nest, the bottom of which contains a hole about three inches in diameter. When she lays an egg, down it drops through the hole into a box prepared with straw to insure nonbreakage, and when the old hen rises no egg is to be seen. Presto change! She rests, and thenceforth lays another shelled beauty.

There hangs a luminous harness which has been patented, so that a horse being driven through the country at night will look like a sheet of chained lightning. A pocketbook conceals a pistol, and we are assured that the hold-up men will not come along our way if they know we are loaded for them.

## Old Bony, Slippery Street and a Good Samaritan

HE WAS one bony-ribbed old horse that couldn't skate. So he slipped on the ice and fell. In the wagon he was hitched to sat two women of the gingham-apron class, both with the comfortable shapelessness that comes from hog and cornpone. One sat behind on a sack of something, shrouded under a quilt and with her head bound all around with a pink nuby that had faded in the wash. The woman who droye was topped with a fur cap with ear flaps that was lawfully intended for a man. Everything else was lathes and scantling picked up from some house wrecking, except for one chicken that craned its head above a wired box top.

The driver-woman lumbered to the asphalt when the horse began to slide and tried to hold him up. But he fell with a convincings that could have given points to Mother Eve and Old Rome.

Pink Nuby kept to her sack, but helped along with advice which the other was too wise to follow.

The old horse lay as rigid as a dead thing that needed burying, his eyeballs showing white and his exposed teeth hard and yellow, like winter corn. Just as it seemed the exciting moment for a policeman to come along and do things with his pistol, a good Samaritan crossed from the south side of the avenue—hatted—unbuckled some harness—untangled the reins from the hind hoof—boosted old bony to his feet and set him between his harness—buckled him in and tossed the lines to Ear-flaps, who had lumbered back to her seat—waved a hand in jolly protest to ward off jubilating gratitude—and went out of the incident.

You couldn't expect an earth earthly chap with an unregenerate air of been at lunch—and maybe before and after—that prohibition had not yet succeeded in apotheosizing out of his system to size up to the outward virtue of that other Samaritan of the Scripture, but the deed was equally helpful.

## Washington Composer Designs Flag of Allies

TO A WASHINGTON composer and artist belongs the distinction of having put into tangible form the idea of the unity of purpose of the United States today with that of her allies in the great war. This has been done in the form of a flag that is unique in both the breadth and sentiment of its symbolism.

Designed and painted by Miss Wilmuth Gary, who as composer was awarded the medal and diploma for musical composition at the world's fair, this flag of America and her shield of the allies the motto: "Liberty, Humanity, Democracy."

Set upon a pure white ground, the flag is striking in appearance with its large circle of the flags of the 17 nations who had entered the war against autocracy at the date of its completion, August, 1917. Since that time Brazil has brought the number to 18.

President Wilson was the first official to see the flag, and it bears the stamp of authority through the official sanction of Secretary of State Lansing, while the order of flags was compiled by Second Assistant Secretary of State Alvey Adee.

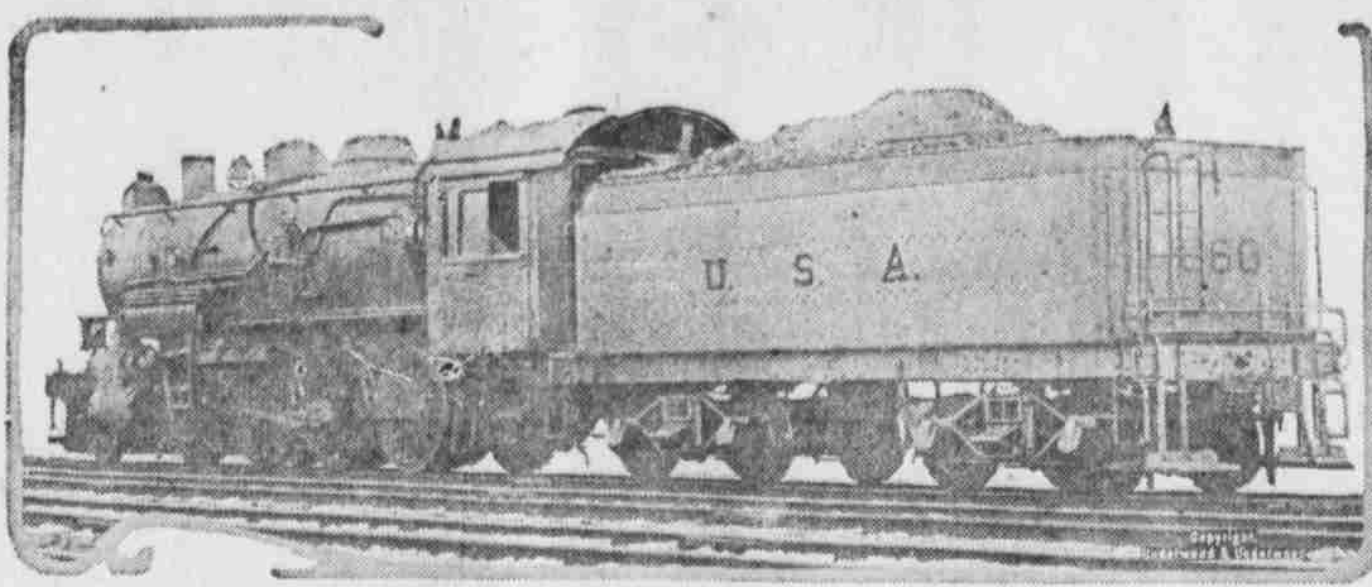
Beginning at the top of the circle and reading to the right, the flags represent the allies in the order of their entrance into the war. In the line the United States is twelfth in the list, which is as follows: Serbia, Russia, France, England, Montenegro, Japan, Belgium, Italy, Portugal, Roumania, Greece, United States, Cuba, Panama, Siam.

Within the circle of flags—the circle that is a symbol of eternity, with its background of white denoting purity of purpose—is a shield, the shield of the allies, crowned by the American eagle, in which protecting talons is held the motto—"Liberty, Humanity, Democracy"—a sentiment particularly fitting to the spirit of the hour.

There are 17 stars and 17 stripes in the shield. The stars are set against a chief of dark azure. The pales or stripes, caught from the colors of the allied flags, have been almost mathematically arranged so that any three of them, read successively, will form the colors of some one of the flags.



## ENGINES MADE FOR RUSSIA WORK FOR U. S. A.



Marked with the insignia of the government railways, engines made for Russia, which have not been shipped because of the uncertainty of the situation there, are doing duty "somewhere in New Jersey" hauling long lines of coal cars to places where the fuel is greatly needed. The tender is marked U. S. A., and the engine is one of the many now owned by the government and being used to relieve the coal situation.

## Take Up Study of Navigation

Revival of Seagoing Spirit Arouses Widespread Interest in the Subject.

### SCHOOLS TEACH THE SCIENCE

Classes in Navigation Being Conducted by Recruiting Service of United States Shipping Board—12,000 New Officers Needed.

Washington.—One of the interesting features of the present great revival in seagoing spirit throughout the country is the widespread popularity of the study of navigation.

Reports reaching the United States shipping board indicate lively interest all over the country in the study of this ancient science, which helped make the nation great in its earliest years of independence.

Classes in navigation, conducted by the recruiting service of the board, to train officers for the ships of the new merchant marine, are being conducted on both coasts and on the Great Lakes. Candidates for admission come from every section of the Union.

The cause of this nation-wide interest in navigation is to be found in the gigantic development of the country's merchant marine. It is anticipated that not less than 12,000 new officers will be required to handle the American cargo-carrying vessels now under construction, and not less than 85,000 men will be wanted for the crews.

A merchant officer today has many advantages in studying navigation that were not known to his seagoing ancestors. There was never a time when the aids to navigation were so numerous as now, or so well developed.

While the manner in which a navigator determines his ship's position on the vast face of the deep must always be something of a mystery to the landsman, it does not long remain so to the earnest student of navigation. Some of the students at shipping board schools have been able, after three weeks' study, to determine by observation the position of a ship at sea within three miles, which is considered a creditable performance. The best navigators, on large ships, when able to check up their observations by the work of more than one observer, sometimes do no better.

Early Navigation. In the early days of ocean navigation the navigator never knew his position at sea within many leagues. It was customary for ships on the voyage from Europe to America to sail westerly until a landfall was made, then coast to their destination.

Columbus followed this method, for want of anything better. Given sextant and chronometer, the navigator today reduces the job of finding his position to one of careful figuring. Latitude is found by observation of the height, or altitude, of the sun at noon.

Longitude is quite another thing. It being the distance between two places on the earth's surface, expressed in degrees. It is based on the rotation of the earth on its axis every 24 hours, causing meridians 15 degrees apart—a meridian being a line between the

equator and the poles—to pass under a certain fixed point in the heavens at one-hour intervals.

For determining longitude all chronometers used on American and British ships are set on the time of the meridian of Greenwich observatory, near London. French ships figure from the meridian of Paris.

Knowing by his chronometer the time at Greenwich, and by observation of the sun at 8 a. m. or 4 p. m. his own time, the mariner, by the aid of tables, has only to find the difference in these two times, to find his distance in degrees from Greenwich. This found, the distance is easily expressed in miles, and marks his position on his chart.

"Dead Reckoning." Prior to the perfection of the chronometer, the common method of determining longitude was by "dead reckoning," that is, estimating a ship's run day by day, by means of the log, a device for telling her speed by means of the rate at which knots in a line, paid

out astern, with a wooden "log" at the end, slipped over the rail in a given number of seconds. This was uncertain, and baffling winds and foul weather made it entirely unreliable.

Many fatal shipwrecks resulted from mistakes in estimating a ship's position by dead reckoning. England lost several of her best ships of war in the eighteenth century by their losing their bearings and crashing upon a rocky shore. One of its bravest admirals, Sir Cloudesley Shovel, lost his life in a wreck caused in this way.

The world owes much in navigation to the Portuguese, as it was Prince Henry the Navigator of that nation, who collated all the ancient lore on the subject, in the fifteenth century, and pointed the way to better means of determining latitude than by the ancient astrolabe and cross staff.

The sextant and chronometer were both of English origin, however, and were brought out within five years of each other, the sextant in 1731 and the chronometer—an improved clock—in 1735. Modern navigation, such as so many Americans are studying today, may be said to date from the perfection of these two instruments.

## Aviator Dodges Huns 72 Days

Lieut. Pat. O'Brien of Illinois Tells of Wild Adventures in Germany.

### JUMPS FROM MOVING TRAIN

American Strategy Triumphs Over German Efficiency—One of His Hardest Stunts Was Swimming River Meuse.

Chicago.—Pat O'Brien of Moline, Ill., is back from the fighting front.

In the British flying corps the young man from Moline is known as Lieut. Patrick Alva O'Brien. He is famous for several reasons. His real story began when he made a descent of nearly two miles in his airplane after a German bullet in the face had rendered him unconscious. The fall cost him a bump on the head.

He jumped out of the window of a moving train on his way to a German prison camp, and escaped. Then he spent 72 days in getting to Holland, a distance of 250 miles as the airplane flies. And the story ends with one of the longest interviews with a king on record—52 minutes by the royal stopwatch.

Many times during those 72 nights of travel through Germany, Luxembourg, and occupied Belgium, American strategy triumphed over German efficiency.

"Usually," said Lieutenant O'Brien, "when a bunch of fellows get together, they talk about women. But in our first prison, in Flanders, we talked only about escape and food, and got very little of either. There were eight officers going to an interior prison camp, and a guard with a rifle for every two prisoners.

Leaps From Train. "We rode all day and all night. Twice I put up the window to jump and lost my nerve. It looked too much like sudden death. As I put it up again, about four in the morning, the guard gave me an ugly look. I knew it was then or never and dove out.

"For nearly a month afterward I thought my left eye was gone. The scars are there yet. By the time the train stopped, a half-mile on, or more, I was up and stumbled to a hiding place. Those Germans looked everywhere on the side of the tracks to ward the border. I was in the opposite direction.

"It was a month before I got rid of my English uniform. I stole a pair of overalls one night. I got a cap the next and a shirt later. A Belgian gave me a scarf. That was all the help I got."

As an appetizer Lieutenant O'Brien ate turnip. The entree was sugar beet, and the meal closed with a cabbage stump that even the Germans scorned.

"And I never did like vegetables," he said. "I hope I never have to eat another."

One night a German soldier saw him swimming a river, and raised the alarm.

"I felt sure they would be on top of me in a few minutes," he said, "so I ran upstream and swam back to the other side. I knew the ways of the Hun pretty well by then. They looked everywhere on the other side, but not a German came near me.

"One of the hardest things I did was to swim the Meuse river. I had all my clothes on, to my boots, and the river was half a mile across. It nearly got me twenty-five feet from shore. I was choking, and I admit praying.

"When I got up the bank I fainted. It was the only time I ever fainted." Lieutenant O'Brien could not speak German. As a boy, a Moline baker of Teuton origin taught him a phrase of German, but he did not know what it meant. It was some "ten lifetimes" after swimming the Meuse he found the nine-foot death fence of the Holland frontier. Death all but got him then, as his improvised ladder dropped him on the charged wires.

"A few minutes later," he said, "I could have tripped the guard with my ladder. After he had gone I dug—dug as I never dug before in my life. My back was half an inch from death when I crawled under and into Holland."

tea and her mother to reach Denver after leaving Jerusalem. "We witnessed the most heart-rending scenes while traveling through Austria," the girl declared, "where roads were filled with cripples and food was so scarce that the peasants refused to sell even small portions at fabulous prices offered by the travelers."

War Aids Bicycle Trade. Chicago.—War has given new life to the bicycle, according to wheel manufacturers here, and they are busy making bicycles for the American and allied armies, which are used back of the trenches by soldiers. Many more wheels are being sold in this country, too, it is said.

Pigs Stay in City Limits. Piedmont, W. Va.—"Pigs is pigs," and as such they will be permitted to thrive within the borough limits. The momentous question was decided at a hot special election recently, when the hog supporters won out by a majority of 39.

## A KLONDIKE TO THE REAL FARMER

A Western Canada Crop Estimated at \$12,000,000, Makes \$19,000.

Messrs. Harris, formerly of Audubon, Iowa, wrote the "Audubon Advocate," expressing their satisfaction of things in Western Canada. They located at Makepeace, Alberta. They say there are those who make good, and those who fail. The former are those that land agents refer to when advertising their land. "But," continues the letter, "A great many of the farmers in this vicinity pay for their land with their first crop. A man near here bought a section of land in the year 1915 for \$23 per acre. He broke 300 acres of the land during the summer of 1915. In the fall of 1915 he threshed 16,000 bushels of wheat, which paid for his land, all expenses and had a balance of \$4,900. In the fall of 1917 he threshed nearly as much off the other half of the section. At the present time he would not take \$50 per acre for his land.

"We have had five crops in Alberta. The two dry years (1914-1917) our wheat made 20 and 30 bushels to the acre respectively. In 1916 we raised 50 bushels of wheat to the acre on summer fallow. The best results are obtained by plowing or breaking in the summer, working it down in the fall so that it will retain the moisture. Thus farming one-half your ground each year.

"Persons owning land here and still living in the States should, if they don't feel themselves able to come up here and finance themselves until they could get their first crop, get some of their land broken and worked down in the fall before they come. The next spring they could come and put in the crop, fence and put up their buildings. This way they have to wait only one summer for their first crop.

"It is not advisable for a person to come here in the spring, break out land and put it in crop the first year, because the moisture is not in the ground and a failure is almost certain unless it is an exceptionally wet year.

"One of the boys from that locality, Mr. Peder M. Jensen came to Alberta last spring. He bought a 30-60 Rumely Oil-Pull engine on the 8th day of June, 1917. After that date he broke 1,100 acres of prairie sod for which he received an average of \$5.00 per acre.

"Mr. Hansen from your community, was up here last fall with several prospective land buyers from that neighborhood. At that time he inquired the value of the crop on the section we were farming. We told him that it would probably make in the neighborhood of \$12,000. This same crop when sold brought nearly \$19,000. The most of it being sold when prices were low for the year."—Advertisement.

Sounded Like Lying. The kid came home from school and said: "Hazel Smith is an awful liar or else her brother Jimmie is."

"Why, Robert," exclaimed the mother, "you mustn't talk that way. What do you mean?"

"Well, I ast Jimmie how many sisters he had, an' he said two. An' ther I ast Hazel the same thing, an' she said she had only one sister, an' Jimmie stuck to it that he had two sisters. So one of 'em's a liar!"

### "Cold In the Head"

Is an acute attack of Nasal Catarrh. Persons who are subject to frequent "colds in the head," will find that the use of HALL'S CATARRH MEDICINE will build up the system, cleanse the blood and render them less liable to colds. Repeated attacks of Acute Catarrh may lead to Chronic Catarrh. HALL'S CATARRH MEDICINE is taken internally and acts through the blood on the Mucous Surfaces of the System. All Druggists 75c. Testimonials free. \$10.00 for any case of catarrh that HALL'S CATARRH MEDICINE will not cure. F. J. Cheney & Co., Toledo, Ohio.

### Might Have to Say Them Twice.

While snowbound at his aunt's house my son Harold was put to bed temporarily, waiting for the storm to cease. Aunt Edith said to him: "Harold, why don't you say your prayers?" and he sweetly answered: "I don't know if I should say my prayers because I don't know if I'm going to sleep here tonight."—Chicago Tribune.

To Dyspeptics: Others have found a steady course of Garfield Tea a pleasant means of regaining health. Why not yours? Adv.

Afraid of Churches. "You seldom go to church." "No, I was married in one."—Detroit Free Press.

The Difference. "That young actress, I see, is just mooning along." "I thought she was starring."

Dr. Pierce's Pleasant Pellets are the original little liver pills put up 40 years ago. They regulate liver and bowels. Adv.

It is sometimes difficult to convince her world that you have brains unless you have money.

Wash day is smile day if you use Red Cross Ball Blue. American made, therefore the best made. Adv.

A smile is spiritual sunlight—but it is some rough clouds to chase off of some mighty rough faces.

## TELLS GHASTLY TALE

Inhuman Germans Described by Holy City Refugees.

Great Suffering Among Population of Jerusalem After Germans Took Control.

Denver, Colo.—Stories of the frightful experiences suffered by residents of Jerusalem previous to the capture of the Holy City by British forces under General Allenby were told here by Miss Cella Moinestea, who, with her mother, fled from the torture inflicted by Turkish soldiers and German officers there several months ago. Miss Moinestea and her mother were among 300 refugees who escaped from Jerusalem while thousands were starving within the gates of the ancient city.

"There was agonizing suffering among the civil population of Jerusalem after the Germans took control

## GOING OVER TOP IS BETTER THAN FOOTBALL

Anniston, Ala.—Tom McClure, former Auburn football star, declares that going over the top in France beats charging into an opposing eleven. In a letter received here McClure tells of going "over the top" with the United States engineers four times. He was in the thick of the recent hostilities that resulted in several American casualties, but declares the game in France beats football at that.

"Hundreds died of starvation when food, imported for the inhabitants of the stricken city, was seized by military authorities and diverted to the soldiers. Our friends fell dead about us like fleas. Scores of young girls sold their souls to the German soldiers in return for food."

It took five months for Miss Moine-