

Airplane Stowaway Points Out Historic Spots of Mystic Hindoo Land to American Globe Gridlers



Told by LOWELL THOMAS. Copyright, 1924. It was in the heart of India that America's globe gridling ships of the air for the first time came face to face with "ships of the desert."

With the exception of Erik Nelson none of the fliers had ever met a camel outside a zoo. So before serving up their cruisers "Smiling Jack" and "Houdini" Ogden coaxed two dromedaries into kneeling, mounted their humps, and took their first "solo" flight a la sheik of Arab.

The other fliers prodded the camels, and as "Jack" and "Hank" clung to the humps for dear life their mounts taxied across the airfield at 20 miles an hour. So shaken were

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the boys when they finally slid back to earth that they said never would they recommend the camel as means of transportation excepting to people who possess their own teeth.

Wonderful View of India. After spending the night in Allahabad the fliers took off the next morning for Ambala, an important British military post not far from the Himalayas, right in the heart of northern India, near the eastern border of the Punjab, one of the largest and richest provinces in all Hindustan.

To begin with, on this day's flight, just as on the journey up from Calcutta to Allahabad, they were flying above the Grand Trunk road, one of the oldest highways on earth, the road which has resounded to the tramp of migrating hordes and conquering armies ever since the early Aryans came down from the plateaus of central Asia and overran India 5,000 years ago.

Wells Recites History. On this part of the trip the stowaway no longer was obliged to conceal himself in the tool compartment. Lieutenant Ogden invited him to squeeze into his cockpit. Wells sat on six inches of seat, wedged against the dual set of controls. He had to take off his shoes so that he could slither into the cockpit. For six hours they sat jammed together so neither could hardly move.

Our aerial stowaway, like most beach combers, hoboes, and stowaways, made up in knowledge of history and geography what he lacked in physical wealth. Lieutenant Ogden said, "He tried to make me forget that his being in the cockpit was responsible for my getting the cramps, by telling me stories about the country over which we were flying. For the first hour we flew directly above the Ganges, and Wells said that the Hindoos all believe this river flows from the brain of Brahma, who is one of their trinity of leading gods. Brahma, he went on to explain, is the creator of life, Vishnu is the preserver of life, and Siva is the destroyer. I had no difficulty in hearing Wells above the roar of the engine, because his mouth was pressed against my ear. He also told me that the Hindoos worship more than 30,000,000 different gods—four times as many gods as there are people in Canada.

Scenes of Massacres. About an hour and a half out from Ambala, Wells pointed down to a city on the banks of the Ganges, and shouted in my ear, "There's Cawnpore." According to our prearranged plan, this was one of the places where we were to shift position in order to get a bit more comfortable. After we had switched sides in the cockpit and Wells had graciously conceded another eighth of an inch of seat to me, he pointed down again to a church spire in an open field. "Sixty-seven years ago this very month down there beneath us was enacted one of the most frightful tragedies of history. A hundred thousand Indian Sepoys, troops whom the British had trained, broke out in mutiny. Regiment after regiment not only murdered their officers, but they bayoneted the wives and children as well.

"We flew right over the field where that 21-day battle occurred. We looked down and saw the staircase at the 'Massacre ghat' where the treacherous Nana murdered all of the men. In a beautiful green park our stowaway guide pointed out the fuselage to a white monument which he said marked the well into which the brutal Nana had the women and children hurled.

"The one thought uppermost in our minds as we looked down on the scene of the Cawnpore massacre was how easy it would be to fly a thousand miles across India and drop enough bombs from the sky in five minutes to put an end to a mutiny of this sort. Evidently the British realize this, because we discovered they have a larger air force here in this one distant part of their empire than we have in the whole United States.

Over Historic Lucknow. "As we were flying over Cawnpore, off to the right we saw another city of mutiny fame, a city that is hallowed ground to every man, woman, and child of British origin. It was here at Lucknow that Sir Henry Lawrence and a handful of fighting men defended their families in the residency against a vast horde of well armed natives who surrounded and shell them for five months. The defense of the residency at Lucknow ranks with the battles of Marathona as one of the finest feats of arms in history.

"The next signal for Wells and me to shift our positions in the cockpit was when he saw the world-famous city of Agra on our left. Here again our stowaway broke the monotony of the flight by telling me about this ancient capital of the Great Moghuls. Agra, of course, is celebrated primarily because of its outskirts is situated the most marvelous building on earth, the far famed Taj Mahal, the dream palace made of white marble and built by the Moghul Emperor Shah Jehan to the memory of his queen.

For all the next hour until we reached Delhi, my stowaway companion raved about the beauty and splendor of the Taj. In fact, he kept right on talking about it all that afternoon even when we put him to lifting five-gallon oil cans and wiping off the planes to earn his passage.

Delhi in Distance. "Wells drew such an alluring word picture of the Taj Mahal, of its flashing fountains, its avenues of cypress trees, its flawless proportions, and symmetrical minarets, its exquisite mosaics, its lattice-work in marble and snow-white stone inlaid with precious stones, that we thought his two days of flying might have gone to his head. At any rate we all made up our minds that if we ever had occasion to go anywhere on a honeymoon we were sure going to include Agra in our itinerary.

"After passing just to the right of the city of the Taj Mahal and also not far from the deserted red city of Fatehpur Sikri built by Akbar the Great and once the capital of India in the golden age of the magnificent Moghuls, we flew on for an hour until straight ahead of us we saw a city of pure white. This proved to be the most fascinating sight in all our long flight across the vast Indian empire. It was modern Delhi, the capital of the British Raj, the home of the vic-

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roy, and the headquarters of the new Indian parliament, where for the first time in Indian history representatives of the masses have an opportunity to play a part in their own government.

"But all around Delhi we saw the ruins of other cities and Wells explained to me that this has been the capital of many empires and that there are at least eight separate British soldiers and civilians defended themselves and families against some 40,000 Indians who surrounded them on this rocky bit of ground. Far below us we also saw the crumbling ruins of the Kalma gate where John Nicholson met death while leading an assault, and the fort where a group of officers touched a fuse and blew up the arsenal and themselves along with it rather than surrender to the mutineers.

Greeted by British Fliers. "Whirling from Delhi we passed to the left of Meerut, the city where the great mutiny of 1857 first broke out, and directly over the most celebrated battlefield in the whole world, the field of Panipat, where many decisive battles were fought, and where the founder of the Moghul dynasty overthrew the vast armies of the native Indian kings, and where Akbar the Great afterwards won his greatest victory.

"It was near here that we crossed over from the United Provinces to the Punjab, and a short while afterward we arrived above the hangars and field of the principal royal air force station in India. Here we were welcomed by a great crowd of British fliers, and a royal welcome it was. They placed every facility they had at our disposal because from now on we were going to fly for thousands of miles across the deserts of Hindustan, Baluchistan, Persia, and Arabia."

Read the next installment of the story of the thrilling round-the-world flight in The Omaha Bee tomorrow.

PAINT AND GLASS SALES DOUBLED The total amount of paint and glass sold in Omaha during 1924 more than double the amount sold in 1923, according to figures compiled by the Chamber of Commerce.

In 1924, the value of paints and glasses made in Omaha factories amounted to \$2,655,000. In 1923, it amounted to \$1,175,000. This is an increase of 125 per cent.

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SPECIAL MASS FOR MRS. SUTTON

A special funeral mass will be held Wednesday at 10 a. m. at the Holy Cross church for Mrs. George S. Sutton, 60, who died Saturday at her home, 830 South Fifty-fifth street. By special request of Mr. Sutton funeral services will be held in the afternoon, Wednesday at 2 o'clock, at the home, and at 2:30 p. m. at Holy Cross church, Father Kley officiating.

Burial will be in Holy Sepulcher cemetery.

Good Fruit Crop This Year Expected by Orchardists Columbus, Jan. 6.—Predictions are being made by orchardists throughout the entire central portion of the state that the coming summer season will be an exceptional one for fruit yields. They base their prospects on the fact that the hard, cold winter will result in an early spring without frost dangers to blossoms.

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