

### Destroyer Burns Off Paint in Race to Wade's Rescue

#### Smith Ties Note Telling of Companion's Plight in Life Preserver; Drops It Beside Ship.

By LOWELL THOMAS. (Copyright, 1925.)

Anxious to catch up with Nelson and Harding, who had flown on through to Iceland after their miraculous escape from death in the fog, Flight Commander Smith, and Lieutenants Arnold, Wade and Ogden were up early next morning. From the appearance of the sky at Kirkwall it was an ideal day for flying, and at 9:15 the Chicago and Boston took off from Scapa Flow, taxied over the submerged hulks of the scuttled German fleet, and amid the cranking of movie cameras, the shrill whistles of steamers, and the cheers of the weather-beaten Orkney fishermen, they flashed over Kirkwall, and were off for Iceland.

"There was a stiff breeze on our tail and we were clipping it off at a hundred miles an hour," said "Les" Arnold. "Leigh always flew at our right and kept the Boston a few yards astern. By turning our heads just the least bit we could keep tab on Wade and Ogden.

"But about 11 o'clock I glanced around, and the Boston had vanished. It had been there just a moment before. So we looked around to the left and there was Leigh and 'Hank' turning back, heading into the wind, and gliding for a landing on the ocean.

"We, of course, turned immediately, circled as close as we dared, and watched them land. In spite of a long swell and mountainous waves, Leigh brought her down perfectly. Flying low to get their signals, we saw oil on the water and all over the plane.

"Seek Help for Wade. Leigh signalled frantically for us not to land. Because of the swell he figured that if we came down beside him we would never get off again, and then we would both be helpless in the middle of the ocean. But we did not leave them sitting out there in that remote part of the North Atlantic. However, after circling around a time or two we headed off on our course, and flew with the throttle wide open. The nearest destroyer was the Billingsby. But she was over a hundred miles away, near the Faros Islands.

"As we passed over the Faros we saw a telegraph line, which we followed around Syberis island until we came to a village, where we dropped a message. A bit north of the Faros we picked up the Billingsby. But before we reached her Lowell had written two notes, each identical, describing Wade's mission, the peril he and Ogden were in, their exact location, time of landing, and the condition of both sea and wind so that the naval officers could estimate how far the wind might blow them in the interval before a rescue could be effected.

"The first note we put in a message bag, but the destroyer happened to be under way, making fully 20 knots, so I missed her deck by several yards. We had only one note left, and every moment was precious. It was imperative that this one should get to the captain of the Billingsby. So I tied it to my one and only life preserver, and when I dropped it this time again missed the deck, but a sailor dove overboard and fished it out of the sea.

"The note ended with a request that if they understood and would at once start to the rescue, to give us three blasts from the whistle. We circled around, saw the captain seize the message, read it, run across the deck, and shout his commands. A moment later we saw three long white streaks of steam coming from the funnels, and almost at the same moment clouds of smoke poured from the funnels, and the destroyer shot ahead and was off like a flash. It seemed to jump just like a vessel bound. Never have I seen a vessel leap ahead like that. Later we learned that she had traveled so fast she had burnt all the paint off one of her stacks.

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"As she raced through the sea at 21 knots the captain wirelessed to the cruiser Richmond and the latter immediately started to the rescue at a speed of 23 knots.

"We now returned to our course, and from here on to Iceland flew through light rain and fog. In order to see the water we had to fly 50 feet off it for over 300 miles. But the wind was still with us and we continued to average 100 miles an hour. Through mist and rain we flew over the cruiser Raleigh, and although he had no way of checking our compass course, Lowell piloted us right in to Hornafjord. After mooring along side the New Orleans, Erik and Jack pitched in and helped us service up, while crowds of Icelanders, descendants of the Danes, came out in rowboats propelled by funny shaped oars.

"There on the shore, in a large fisherman's hut, with a ring of grim mountains, a smoking volcano, and five glaciers for a background, we anxiously awaited word from Wade and Ogden.

**No Warning of Trouble.** Lieutenant Wade in describing the misfortune that befell us, declared that everything had seemed ideal for a quick trip to Iceland right up until the moment when the accident occurred. Their trouble came without warning.

"All of a sudden I noticed the oil pressure going down," Wade said. "In a few seconds it dropped all the way to zero. So there was nothing to do but land at once and take no chances on the motor freezing and our falling into a spin. Our altitude at the moment was approximately 500 feet, so I had no difficulty in turning and leading into the wind.

"When we reached the water I discovered how deceiving the sea is when you are above it. From 500 feet it had looked fairly smooth. But when we landed we found it so rough that the left pontoon wrapped itself completely around the lower wing and snapped two of the vertical wires.

"At first I thought the oil tank had burst and let the entire supply drop out. But it was still full. So we knew that our trouble was simply due to the failure of the oil pump. This meant that our repairs could not be made at sea.

"Smith and 'Les' were circling around us, and I was fearful that they might land and crack up also. That was why we signaled so frantically for them to stay in the air. We indicated to them that our engine had failed, that our repairs could not be made at sea, that they should hurry on to the nearest destroyer, and that we were utterly helpless. The last we saw of them they were disappearing in the direction of the Faros.

**Conserve Food Supply.** "The first thing we did was to fasten the anchor to the bridge and have it overboard. But we hadn't been bobbing up and down on the waves for many minutes until we discovered what a nasty business it was to be in midocean on a fragile plane with the swells hitting it at right angles. We both soon grew dizzy and our heads were fairly spinning. But we realized that unless the vertical wires were repaired the ship might not ride out the sea until help arrived. So we managed to crawl on to the wing and get it fixed. Then, climbing into our cockpits, we settled down for a little vacation near longitude 5 degrees and 28 minutes west and 60 degrees and 40 minutes north.

"We were just about midway between the nearest points from which help might come. Our oil pump could hardly have picked out a more remote spot in which to let us down. Knowing the approximate locations of both the Billingsby and the Richmond, Ogden and I figured that the very earliest we might expect help would be late in the afternoon. Of course, if fog settled down over us there would be no telling when we would be picked up. Fearing that fog might cause us to be marooned for several days, we decided not to drink our meager supply of fresh water and not to eat our emergency rations until driven to it by hunger and weakness.

"It was exactly 10:56 a. m. when we landed on the water. Two hours went by during which we saw no living thing, not even a porpoise—only those cold, gray swells that kept us from having a moment's peace. The waves looked mountain high as they rolled toward us. Only the superb workmanship and the strength of the materials which Donald Douglas had put into these cruisers prevented the Boston from being knocked to pieces within an hour.

"The first sign of life that we saw was a sea gull. As it swooped down to have a look at us we felt a bit like Noah and the inmates of the ark must have felt when the dove came back the first time. 'Hank' remarked that we surely must be near land or we would not be seeing any birds, but I pessimistically assured him that gulls fly many hundreds of miles out to sea.

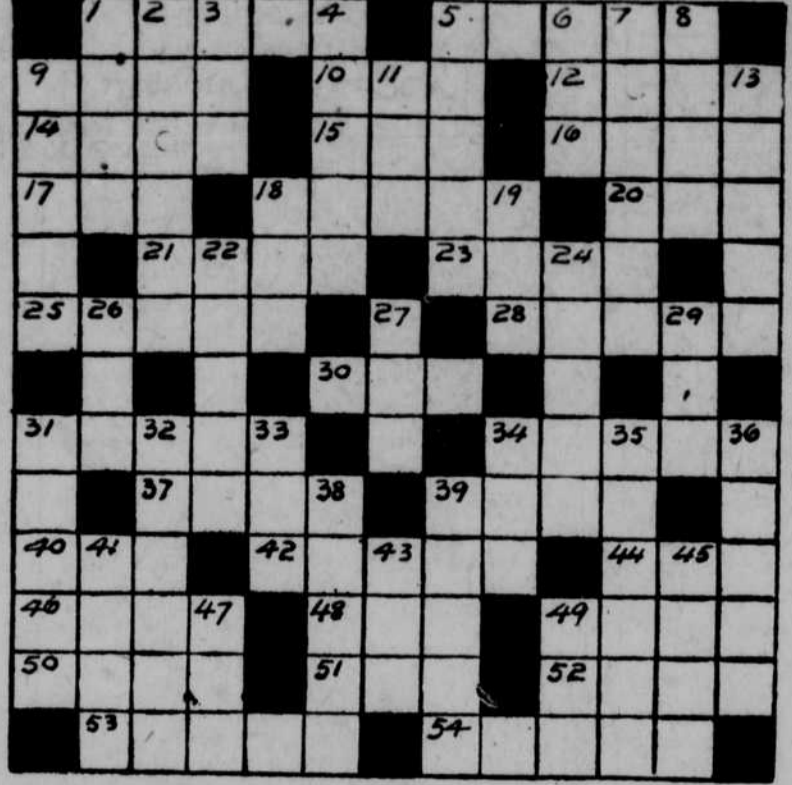
**Missed by Rescue Ship.** "Nevertheless it was comforting to ever see one bird and to feel that we at least had one friend in this part of the world. As we drifted about the ocean the waves would carry us farther and farther away from the bird. But after we had drifted 50 yards or so the gull would taxi off and come alongside again.

"I urged 'Hank' to get a bit of sleep, because I knew we might have to take turns all through the night. So he curled up in his cockpit while I kept a lookout. About 2 o'clock, I way off on the horizon to the starboard. I saw a wisp of smoke. Shouting to 'Hank' I crawled out on the top wing and waved a sheet of canvas while he fired flares with the Very pistol. Although this boat remained in sight for a half an hour, and although we signaled frantically all that time, our efforts were in vain.

"Up to this moment our spirits had been high. We had felt sure that it would not be long before a boat would pick us up. But now we realized that a ship had to be fairly close in order to see us, because we were such a tiny speck bobbing about out there on that gray expanse of water. A drizzly rain and fog started closing in on us from the northwest, and the wind was picking up fast. So we began to wonder just what our fate was going to be. Never in our lives had either of us felt so alone, so utterly helpless. Had we been in midocean in a rowboat it wouldn't have been so bad, because then we at least could have kept our bodies warm and our minds occupied by row.

### The Daily Cross Word Puzzle

By RICHARD H. TINGLEY.



- Horizontal.**
- To ridicule.
  - Parallelogram.
  - Bite repeatedly.
  - Minute.
  - Remunerations.
  - Set aside.
  - Mischievous child.
  - Vehicle.
  - Past.
  - Assault.
  - Antelope.
  - Poisonous shrub.
  - Passageway.
  - A coat.
  - A work with two parapets meeting at a salient angle.
  - Liabe.
  - Sphere of action.
  - Status for worship.
  - Propellers.
  - Trifles.
  - Part of circumference.
  - Vessel for making butter.
  - Indite.
  - Sway.
  - Esars.
  - Outer coat of wheat.
  - Hair on an animal's neck.
  - To stuff.
- Vertical.**
- Comfortable.
  - Unit of heat.
  - Nocturnal bird.
  - Two of a kind.
  - Keep away.
  - Frequent (poetic).
  - Combined.
  - Edible seed.
  - Tough knot.
  - Units of measure.
  - Contem.
  - Pronoun.
  - Sailor.
  - Tropical shrub used in dyeing.
  - Necessations.
  - Ventilate.
  - Mineral spring.
  - The total.
  - Warning of danger.
  - Pertaining to the cenozoic age.
  - An arch.
  - Compound resulting from radio activity.
  - Hawklike bird.
  - Cheery.
  - Payment deficiency.
  - Heavy tread.
  - Veritable.
  - A succulent fruit.
  - Heads of wheat.
  - Crassy plain.
  - Cry of sheep.

**Solution of yesterday's puzzle.**

B	A	A	P	R	E	M	I	S	E	S	A	G	E
U	P	E	R	I	P	A	T	E	T	I	C	E	E
S	U	R	G	E	H	R	H	E	L	O	P	E	
N	I	P	R	O	S	O	R						
D	U	L	L	A	R	D	R	O	I	S	T	E	R
I	T	O	R		A	T	T						
S	T	O	L	E		N	I	M	E	S			
R	E	L			V	A	N						
A	R	R	A	S		P	E	R	T	H			
L	A	R	A		O	R	I	E					
A	B	A	D	D	O	N	R	A	S	S	O	O	N
L	O	D	E		A	S	S						
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A	E	T	I	N	E								
T	H	E	A	T	E	R	E	D	O	S	S	I	T

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**Husking Resumed.** Callaway, Jan. 22.—Farmers have begun to husk corn that was covered up by the big snow of six weeks ago.

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### Out-State Folks Help Shoe Fund

#### Children of Hard-Toiling Widowed Mothers in Great Need.

Four out-of-town people and one from Omaha contribute today to the Free Shoe fund. It has often been remarked that the out-state folks are more concerned for the poor little waifs of the city than are the city folks. Maybe so.

At any rate, there is still a real need for money to supply these poor children of hard-toiling, widowed mothers, with shoes. The mothers can patch up most any other kind of clothing. But shoes are beyond them. If you could only see some of the pinch-faced, wan little boys and girls, huddled in their poor homes with their feet wrapped in rags, your heart would be opened.

Some such little boy or girl is wait-

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It will be acknowledged in this column.

Previously acknowledged \$2,127.21

A. J. Johnson, Fender, Neb. 4.00

Lloyd and Audrey Swan, Velma, Neb. 4.00

Wm. Name, Wynote, Neb. 1.00

Blanche Hood, Wahoo, Neb. 1.00

Total \$3,128.21

**Swastika Club Celebrates.**

Peru, Jan. 22.—The social season reached its height at the annual meeting of the Swastika club, held in the parlors of the M. E. church. The menu prepared by the women of the church was the daintiest and most satisfying of the season. The principal number on the program was an address by Professor Albright of the Teachers' college. His subject was "Southeastern Nebraska." Following the address a humorous election of officers was held.

Those who fast seldom stick to it.

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