

# 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 Momence, Ill., is back from the fighting front. In the British flying corps the young man from Momence 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 entire was sugar beer, and the meal closed with a cabbage stomp 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.

### Swam the Meuse.

"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. My boyhood on the Kankakee saved my life.

"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 Momence 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."

## 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.

### 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.

## 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 Celia Moines, who, with her mother, fled from the torture inflicted by Turkish soldiers and German officers there several months ago.

Miss Moines 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 of that city," said the youthful refugee. "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 flies. Scores of young girls sold their souls to the German soldiers in return for food."

It took five months for Miss Moines 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."

## 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 landman, 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



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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.

## BREAKS COIN MAKING RECORD

### Denver Mint Works Night and Day to Meet the Demand for Small Coins.

Denver.—The Denver government mint is working day and night to meet the demand for pennies and other small coins caused by the "odd" change necessary in the payment of the new war taxes. Exactly 19,004,000 pieces were coined during November. This was a record-breaker for the Denver mint. The superintendent said today the record for December is the greatest in the history of the mint. Excepting December, 65,300,800 coins were minted in 1917, the largest in denomination being 50-cent pieces.

## A PRIZE ESSAY

The prize recently given for the best essay on "How We Can Help Win the War," was awarded to Clarence Snow, aged twelve, in the seventh grade in the Greenwood school. The essay follows:

"This great war was started by the murder of a prince of one of the small countries of Europe. Gradually the world powers took part until now Turkey, Germany and Austria-Hungary are on one side and the Allies, or the British Empire, France, Italy, Russia and the United States, on the other. Ev-

eryone has heard of the awful cruelties of the German soldiers who kill women and children for pleasure and of the many victories gained by them. We hope, now that the United States has entered, the tables will turn, which they will if every man, woman, boy and girl in America will do their "bit."

"One way to win is to conserve nutritious foods, such as wheat, meat, sugar and dairy products. If you don't like corn bread for breakfast, think of some poor "Sammy" in the trenches who may be starving to death for the want of a slice of bread. Every one prefers chicken to beef so try to eat fish and fowl and save the beef and pork for the soldiers. Always try to have a meatless day a week. Then think before you put a second spoonful of sugar into your coffee. If you use

but one you will be sharing with some soldier. Cut down your weekly supply of candy and thereby save sugar. Use dairy products but do not waste them. Use skimmed and sour milk in cooking and save for Uncle Sam.

"In every town or city in the United States signs greet you from every corner with "Buy a Liberty Bond Let Democracy Perish!" Do not laugh at these or think that the "rich fellows" will attend to that, but if you earn but eighteen dollars a week, one-fiftieth of that loaned to Uncle Sam will help a lot. You can get a bond for fifty dollars or a billion dollars at the rate of one dollar a week.

"You women and girls may think that the men at the front will win but you can help if you "knit your bit," as the magazines say, or give a few hours of your time each day

to folding bandages. If you mothers have guns in the army you will, of course, write to them and send books for them to read, but as you do so send a cheerful little note to some poor soldier who perhaps has no mother. It may take away a bit of homesickness and leave some

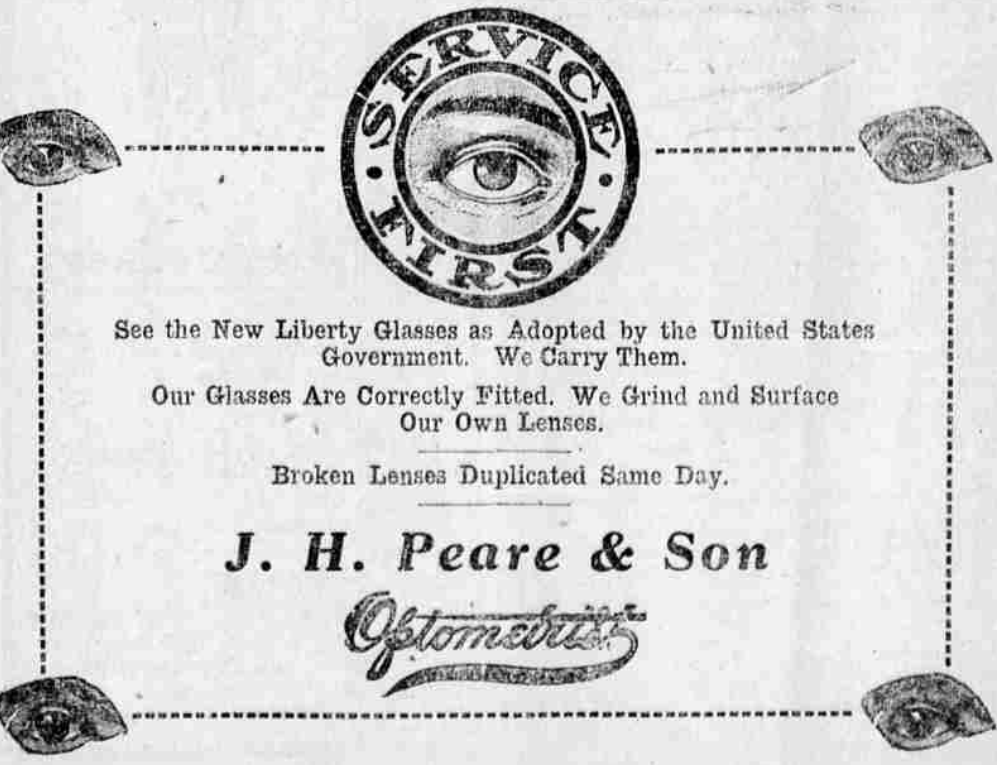
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## CHECKS [AND] SPOTS WIN FASHION'S APPROVAL



Down at Palm Beach and other "points south" the fair maids and matrons of the social world are already all bedecked with Miss Spring's approval. The lady behind the parasol has excellent taste in checks. Her skirt is of radium silk in white whose original intention was to be simple white—but which now demonstrates that large plaids from little checklets grow. The knitting lady frankly displays a skirt of baronet satin with blooming circlets of amazing size, and considers the effect so good that she repeats it on the inevitable knitting bag. Both blouses are white silk, of course.



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