

# BRITISH NAVAL OFFICER HONORED FOR GALLANTRY

Awarded the Distinguished Service Medal by President Wilson.

## SAVES 600 YANK SOLDIERS

Goes to Assistance of Transport Otranto When She Was Sunk in Collision Off Irish Coast With American Troops on Board.

By E. W. BARRETT, Editor Birmingham Age-Herald.

If ever a man were entitled to the distinguished service medal, it was that young British lieutenant, Francis W. Craven of the destroyer Mounsey.

A dispatch from London announced that President Wilson had awarded him this medal and that Maj. Gen. Biddle, commander of the American forces in the United Kingdom, had presented it to him.

The medal was awarded, in the words of the London cable, "to Lieut. Francis W. Craven, who commanded the British destroyer Mounsey, which saved 600 American soldiers from the British transport Otranto, when she was sunk in a collision off the Irish coast on Oct. 6, 1918, with the loss of 357 American soldiers."

Though the British government conferred no honor upon Lieut. Craven for his work, because it was not an act of valor in war combat, no man in any navy ever showed more courage nor demonstrated more perfect seamanship than did Lieut. Craven on this occasion.

The full story is worth telling, now that the censorship is off and no further obligation rests upon the newspaper man who was in the office, so to speak, when this horror of the sea occurred.

### Flagship of Convoy.

The Otranto, which went down, was the flagship of a convoy of fourteen troop laden, influenza infected ships which sailed from New York on Sept. 26 last. She was a British-Australian liner, with something like a thousand American soldier boys aboard. On her sister ship, the Orontes, a nasty old plague infected refrigerator freighter with limited and dirty passenger accommodations, eighteen hundred soldier boys, the writer and about fifty other passengers were crowded together like cattle.

We were accompanied from New York by a battleship, a cruiser and a destroyer. The route was to be around the north of Ireland and down the Irish channel to Liverpool. All sorts of hard luck hit the convoy and particularly the Otranto. She first ran into a fishing fleet and cut down two boats, but saved the crews. In doing so she fell behind, but caught up when we ran into a fearful storm and continued battling against it for several days.

### Scattered in Storm.

Before reaching British waters north of Ireland, the American naval vessels turned back or were scattered in the storm. Our old ship was struggling and our captain was begging in wireless messages to Capt. Davidson of the Otranto for more sea room. He feared going on the rocky shores of North Ireland. Capt. Davidson made no answer to repeated calls. Then our wireless went down, our boats were crushed, the smoking room doors and ports were smashed in, the galleys, dining saloon and many state-rooms were flooded. Only cold foods were obtainable. To make matters worse, 400 soldier boys were down with pneumonia. They were dying like cattle in the public rooms and on mattresses strewn about wherever there was enclosed room. Medicines were exhausted, and dead and dying were all about.

In the meantime every ship put about to save its own, heading into the storm. The Otranto and other ships not heeding our captain's warnings were almost upon the rocks of Ireland. A veritable hurricane was blowing. Waves broke entirely over the ships.

The Otranto, in trying to get out of its predicament, turned across the

bow of the Kashmere, another enormous old freighter crowded with troops. The Kashmere's bow cut through her sides and deep into her engine room, stopping her engines and cutting out her lighting system. She became a broken log and was dashed upon the rocky cliffs. No other ship dared attempt assistance. Each was struggling to save itself.

### Mounsey to the Rescue.

Then came the little destroyer Mounsey, plowing through the waves like a submarine. She managed to run in beside the foundering ship. Lifeboats had been lowered, but were smashed in, and the little Mounsey was pounding against the hull of the big ship, first jammed against the side and then knocked far off. In the meantime the soldier boys jumped for their lives toward the deck of the little destroyer. Many would land and be rushed into the hatches. Others would miss the distance, jump and drop into the sea. Still others would strike each other in the long jump from the high deck of the Otranto to the swash deck of the Mounsey; some would land on the deck of the Mounsey with broken limbs and be washed overboard.

The reports to Gen. Biddle, while I was in London, told of the horrors of the scene.

### Stuck to the Job.

The Mounsey was veered off several times by powerful blows from the steel sides of the pounding Otranto. One side near the stern was battered in like an old tin can. Her engineer signaled to Lieut. Craven that the destroyer could stand no more; she would go down if another effort was made to run alongside the big ship. But Craven took the chances. He manipulated the little ship with great skill and got another hundred American soldier boys. In all he saved about 600, leaving only 357 to perish, and nearly all these were lost in the effort to jump from the big ship to the little destroyer.

Craven landed the 600 in Belfast. It is true many of them died there from the exposure and wounds, but the 600 were put ashore from the badly battered destroyer. How he stored away the 600 in the little fighting craft is difficult for naval officers to explain, but it was done.

A British admiral in discussing the

## FROM THE BATTLEFIELD



Miss Lillian P. Nielson of New York, a nurse in Dr. Alexis Carrel's hospital in France, recently returned with a six-months-old baby, which she says was picked up on a battlefield when only nine days old. This is the first orphan or foundling the French government has permitted to leave the country. Miss Nielson will take the baby back with her when she returns to France.

matter with me in London just after it occurred said few destroyers could have stood the strain. He could only account for her standing the pounding against the sides of the Otranto by the fact that her hull was cold riveted and that she bent without the giving away of the rivet heads.

I saw her afterward tied up in Belfast. She was fearfully bent in, like a battered tin thing, but not torn open. The heads of the rivets held.

It was different with the Kashmere, which I afterward saw in Glasgow. Her bow was crushed in. The rivet heads had given away and the plates opened up. She had been hot riveted.

English naval officers are giving study to this rivet question, and are preparing a report to the admiralty for future consideration in the building of destroyers.

In the meantime all America owes a debt of gratitude to Lieut. Craven. But for his pluck and seamanship not a man from the Otranto would have lived to tell the tale.

## Georgia State Champion Pig Raiser Was 11-Year-Old Boy; Youngsters Start Hog Farms

Swine worth half a million dollars were raised by Georgia pig club members during 1918. Four years ago there were no pig clubs in the state, but under encouragement from the College of Agriculture and the United States department of agriculture 8,678 boys in Georgia are now enrolled in these organizations. Their beneficial effect on the swine industry of the state may be judged from a summary recently received by the department from its pig club agent in Georgia. Outstanding progress is reported as follows:

"The increase in final value of hogs raised by pig club boys in 1918 over those in 1917 was more than 56 per cent. Pig club boys won 70 ribbons and \$505 in prizes in the open ring at two Georgia fairs. The increase in number of pure-bred hogs raised by pig club boys in 1918 over 1917 was more than 306 per cent. The state champion was the eleven-year-old son of a one-horse farmer who bought his pig at an auction sale for \$37.50. She is worth \$900 today. Six pig club boys in one county will start hog farms this year. All of them began with one small pig."

## Improvements Planned for Oldest Canal in China; American Will Do the Job

The oldest canal in the world, dating back nearly 2,500 years, and also the longest canal, measuring in the main section nearly 1,000 miles, is that extending from Hanchow, south of Shanghai, China, to Peking. Most of this canal has been filled with mud by overflows of the Yellow river, but the southern portion of it still constitutes a very busy waterway.

The canal is now to be rebuilt and improved, says Scientific American. The project is too vast to be done at a single operation, and the funds are not at hand. At present, about \$8,000,000 are available, and this sum will be used for the improvement of a section about 100 miles in length, leaving to a later date, when funds can be accumulated, the reconstruction of other sections. The work is to be undertaken by American engineers.

## \$300,000,000 for Highways.

Estimates of contemplated highway expenditures in the United States for the season of 1919 place the total at approximately \$300,000,000. Because of government restrictions the amount was considerably lower than this in 1918, while 1917 it was placed at \$280,000,000.

## Mother's Cook Book

Is there a cross word that tries to be said? Don't let it, my dear, don't let it. Just speak two words quick, in its stead, and that will make you forget it.

### More Good Things.

Food is the imperative need of the family three times a day and is the important subject for all housewives to study.

### Parched Rice With Tomato Sauce.

Cook three-fourths of a cupful of rice in boiling salted water until the kernels are soft. Drain and pour over cold water, draining through a colander; let stand until dry. Put two tablespoonfuls of butter in a saucepan and when melted add the rice, stirring lightly until browned. Put in a serving dish and pour over it a hot, highly seasoned tomato sauce and sprinkle with one-half cupful of grated cheese, lifting the rice with a fork so that the sauce may coat each kernel.

### Cold Slaw.

Cut cabbage in shreds and let stand in cold water to crisp, then drain, dry and moisten with the following dressing: Mix one-half tablespoonful of salt, one teaspoonful of mustard, one and one-fourth tablespoonfuls of sugar, one egg slightly beaten, two and one-half tablespoonfuls of melted butter, three-fourths of a cupful of cream and one-fourth of a cupful of vinegar. Cook over boiling water, stirring constantly until the mixture thickens. Strain and cool.

### French Fried Potatoes.

Wash and pare small potatoes; cut in eighths lengthwise and soak one hour in cold water. Drain and parboil two minutes in boiling water, again drain, plunge into cold water and dry between towels; fry in deep fat until delicately brown, a few at a time; heat the fat to a higher temperature and return all the potatoes in a frying basket to the fat; when crisp and brown, sprinkle with salt and keep warm until served.

### Frangipan Cream Pie.

Cut three circular pieces of pastry in 9-inch pieces and prick each with a fork and bake. Put together as a layer cake with the following cream between: Mix two-thirds of a cupful of powdered sugar and one-third of a cupful of flour; add the yolks of three eggs and one whole egg, slightly beaten, one-fourth of a teaspoonful of salt and one cupful of scalded milk; cook 15 minutes. Add two tablespoonfuls of butter, two tablespoonfuls of rolled macaroons, vanilla or lemon extract to flavor.

Nellie Maxwell

## ABOUT OUR VEILS

Face Coverings Abandoned by the Women of Paris.

Curious Arrangement, Imitation of the "Flu" Mask, Is Being Worn by American Women.

The story comes from Paris that women have abandoned the veil. They are tired of it. They have taken to cartwheel hats and do not wish to destroy the outline of the brim by the folds of a face covering.

There are women over here, however, writes a fashion correspondent, recently returned from Paris, who are wearing the most curious veil America has seen. It is attached to a turban; it is as thick as the heaviest coarse net can be woven, and it is drawn tight around the eyes and the top of the nose, leaving the neck and lower part of the face bare. It is the best imitation of a masque that we have had so far, and it is intimated that it was taken from the influenza mask which was worn over the lower part of the face. One of our own designers of eccentricities has produced a genuine influenza mask of dyed lace which is drawn upward over the chin and nose to the back of the head. The French one is more seductive and coquettish.

In America we are addicted to veils. We wear them at all seasons, whether or not we know how to adjust them. The reason for their diminished fashion during the last year is due to the war activities of the great mass of women. First, a veil takes a long time to adjust; it should be done well, or not at all; and, secondly, it is not a good addition to uniform caps. So the veil dropped out, except among a certain segment of fashionables who would feel ashamed of their nakedness, as they say, if they went without it. The hurry and flurry of life has not allowed much time for leisurely dressing, and although the veil was insisted upon by the shops during the influenza epidemic, the doctors thought it was extremely harmful and injurious. They knew what the shops evidently did not know, that an influenza mask must be washed every three hours in a disinfectant. The extreme danger in the veil rested in the fact that it was not washed for days at a time, if ever.

For those who wear the veil, the milliners and jewelers have united in introducing a trifle which has gained much prestige. It is an arrow, an aviator's wings, a dagger or the fleur-de-lis done in jewels. This catches the veil at the extreme upper tilt, of the hat in front.

It has been the jewel of the war. Women have turned their brooches into these veil pins; they have had other jewelry reset to possess the luxury of the moment, and they have bought them in real or imitation stones, in order to be in the procession of fashionables.

## SASH IS IN THE LIMELIGHT

Accessory Is More Sophisticated and Alluring Than Was Its Predecessor of a Decade Ago.

The sash of 1919 is a more sophisticated and alluring accessory than its predecessor of a decade ago, and it is adjusted to suit the fancy of the wearer or the artistic conception of the designer. Sometimes the bow is directly in the back, big and broad, like the obi of the maid of old Japan. Again the loops will be placed at the right or the left side, a perky, jaunty

## ATTRACTIVE EVENING GOWN



Here is shown a winsome evening gown in two shades of blue chiffon velvet. An especially attractive feature of this garment is the unique sleeves of jet beads.

## WRAP OF BROCADED SATIN



Gold-and-yellow brocaded satin is the material in this luxurious evening wrap. The lines are extremely simple. The collar and cuffs are formed of wide bands of sable.

arrangement of silk or satin, sometimes with one instead of two long ends and fringe edged. Then there is the broad girde, usually of the material, deftly maneuvered with ends terminating in tassels.

However it is introduced the sash is a distinctive feature of frocks. Even the tailored serge, fashioned severely, with high collar and long, tight sleeves, boasts a sash these days, at least one chic model does, the sash being of the material and terminating in a wide bow at the normal waistline in the back. Another use for the material sash is on the velvet frock, one example being an old rose velvet gown worn by a young girl in one of the new plays. It is a delightfully simple gown, one-piece, medium width skirt and wide girde and broad bow of the velvet. A narrow band of kolinsky outlines the round neck and edges the modified kimono sleeves.

The sash, on the order of the sweater or accessory, of medium width and finished with balls and tassels of silk, is still in vogue and it is particularly adapted to the trim little gown of tri-colette or the equally supple wool scrim.

## HAT, COLLARETTE AND MUFF

Three-Piece Sets of Fur or Fur and Silk or Velvet Combined Comprise Attractive Outfit.

What could be more fascinating than some one of the three-piece sets—hat, collarette and muff—made of fur or fur and silk or velvet combined? They are of varied shapes and in various color combinations, these jaunty little sets.

One set consists of turban, with just the top of the crown of kolinsky, while the lower part of the turban is swathed with velvet in a charming old blue tone, the velvet terminating in a large loop at the left side toward the back. A large crushed band of the velvet edged at the top with a narrow band of the kolinsky forms the collarette, which also terminates in a large bow at the left side towards the back. The muff is made of the blue velvet and kolinsky. A wide band of the fur forms the center, while the fabric forms the sides, one end of which is drawn through a band of the fur.

Another set consists of a wrap which after being snugly draped about the shoulders crosses in front and is tied in the back with a velvet ribbon. The muff would be simple and round, were it not for the velvet bow that runs through it, with loops of coquettish twist. The hat is oddly shaped and fits the head closely; at the top are loops of the velvet ribbon.

## Rosettes of Velvet.

Large puffed rosettes of velvet, which were very popular as trimmings in millinery circles late last fall, are again being seen. On extremely large hats this trimming is placed at the front, while for the smaller shapes it is used at the side or back. Often the rosettes correspond in color with the facing of the hat. Another feature of the millinery situation is the increasing call for blue hats. Several shades of blue are being used in making small velvet hats, including electric, national, sapphire, Yale and French.

## New Necklines in Night Wear.

The varied neck line that is dominant in our frocks, has also gained high vogue in pajamas, nightgowns and negligees. In these garments the square, the deeply oval, the round line are all seen. Sometimes there are no collars, and sometimes there are soft, wide, capelike collars.

# Made In Germany Now Taboo Here

American Public Wants No More Products From Hands of "Baby Killers."

## TRADE MARK IS OFFENSIVE

From Germany Americans Want Nothing but Souvenirs of Victory—German Toys and Other German Goods Doomed in U. S.

By FREDERIC J. HASKIN, In Chicago Daily News.

Washington, D. C.—For the first time in over 50 years, American stores are practically emptied of German toys. Only a few bisque dolls remain, and in most cases these have been carefully packed away until some distant day when American toy buyers shall have become reconciled to the trade mark "Made in Germany."

Today this trade mark is not only unpopular—it is offensive. Americans will still buy Turkish rugs, Austrian musical comedies and Bulgarian color combinations, but from Germany they want nothing but souvenirs of victory. According to one department store buyer, a woman came into his store not long ago, in search of a certain kind of gloves which, she said, she had been unable to obtain in two other cities. She was delighted when he finally brought out a pair from some old stock that met with her requirements. He was very much surprised, therefore, to find her in an argument with one of the salesgirls the next day over the return of her purchase. "I won't have

them," she was saying vehemently, "you can see as plainly as I can that they are marked 'made in Germany.'"

### Boy Burns Rocking Horse.

One mother recently espied her young son standing in a Napoleonic attitude before a blazing bonfire, in the midst of which could be seen the last disappearing head of a white rocking horse.

"Why, Nathan," exclaimed his mother in a grieving voice, "you used to be so fond of that rocking horse."

"Yes'm, but I'm not any more," declared her son emphatically. "It's got 'Made in Germany' on it."

We hear much about the necessity of protecting the new American dye industry from German competition now that the war is over, but few people know that before the war our importation of German toys was greater than that of dyes. The figures show that \$9,084,000 worth of toys were imported where only \$8,400,000 worth of dyes were imported in 1914, the imports of both these lines of goods from Germany showed such a startling increase that it is now believed German dye and toy agents in this country were aware that war was approaching.

### U. S. Toy Business Now Is Vast.

The only difference in the histories of these two industries is that toys always had been made to a limited extent in the United States, whereas dyes—at least coal tar dyes—had not been made here at all. In 1913 there were already 71 toy establishments, designing and manufacturing American toys, and doing an annual business of \$7,521,485. When the German toys stopped coming this industry underwent an enormous expansion. Today there are 165 American toy firms, doing an annual business of \$20,500,000. There is no doubt at present that the American toy product is every bit as good as, if not better, than that made in Germany. It is a fact that our American toy-makers have not yet learned to make bisque dolls or Christmas tree balls, but most people consider that the American dolls are much more "natural" and abundant Christmas tree balls may be had from Japan. Thus everybody was prepared for a peaceful, American toy Christmas this year, when suddenly a cargo of German toys arrived in the port of New York.

An earthquake could not have caused greater consternation in the American toy industry. Immediately the press took up the matter with the free use of bitter invective and the vice president of one of the firms to whom the toys were consigned issued the following statement: "We have refused to accept the shipment of German toys which came to us from Holland without notice. Though these goods were bought and paid for before the war and are our property we will have no German made goods in our stock."

## WHIPPET TANKS USED IN PEACE WORK



Formerly deadly engines of war, these whippet tanks have been dismantled and are now being employed in France in useful agricultural work. This one hauls a canal boat loaded with foodstuffs for the interior.