

DARING AND SAUL TO PHOTOGRAPH WAR

Native Adroitness and Courage Useful on Journey Camera Man Finds.

YANKEE LAD REMARKABLE

Correspondent Pictures American Companion Who Has Seen 32 Battles and Has Come to Regard All as Business.

BY CHARLES N. WHEELER. (Staff correspondent of the Chicago Tribune. Published by arrangement with the Tribune.)

LONDON, Jan. 10.—Donald Thompson—the young Topeka photographer who has written K-A-N-S-A-S across the war map of Europe—called me up in London and asked me to go to Belgium. I informed him I was leaving for that devastated land on the following night.

Why there should be the element of "dare" in such a proposal was in a measure foreign to any idea I entertained at that time of the actual situation across the channel.

Of course we knew the channel and the North Sea had been mined, that the trawlers were dragging in scores of the ship destroyers and that floating mines were washed on the English and Dutch shores daily.

Fateful Journey Decided On. But it was just the journey decided on soon after reaching London. It was the place where the war orphans were reported to be huddled along the roads and in refugee camps in great numbers, subjected to frightful hardships and killing privations.

Besides, I had two important messages to carry into Belgium—one to Brand Whitlock ("his excellency" over here), the American minister at Brussels; the other to Cardinal Mercier at Malines, the Catholic primate of Belgium. Then, too, I was extremely keen to get into the war zone. I wanted to see the picture. I wanted to see a real European battlefield and hear the cannon roar.

This was the greatest newspaper story that had irrupted on the world since the crucifixion, and I confess to a strange feeling of eagerness to be on my way and a joy that my assignment necessitated the trip.

Kansas Flippant Under Danger. Thompson, more familiarly known as "Shrimpy" Thompson in the trenches—the "bravest of the brave" in America—has a demagogical laugh. It is a cold-blooded chuckle that possesses none of the symptoms of humane emotions.

He laughed over the telephone when I inquired why he considered the proposition a dare.

"Well, old top," he said, "you know I'm 'in Dutch' over there just now. Some of the newspapers have quoted me as accusing the Germans of shooting war prisoners in the back. They might decide to practice up a little on me, and I want someone to write down my will!"

This careless bit of flippancy serves well as the preliminary introduction to this remarkable Yankee lad—this devil-may-care, easy-going, fear-immune, quick-witted 139-pounder of a human being. Behold the adventures of this extraordinary bunch of wire and nerves! The most extraordinary, in a measure, of any human being in this war of the world.

Single Language Must Suffice. Possessing but a rudimentary education, speaking not a word of any language except that of the Kansas corn field, always displaying the presence of a sixth sense, tricky as a fox, blessed to a marvelous degree with shrewdness and native adroitness, indifferent to everything and overlooking nothing, using any means that come immediately to hand, whether fair or foul, to extricate himself from dangerous situations, possessed of a battery and enraged only at delay, equally at home on a gun carriage or in the swiftest hotels of Europe, singing in the trenches or sweating in the streets in the rain of shrapnel, addressing Generals in the flippant jargon of the Bowery, joking with a King or getting joyously drunk with a trooper, halting the imperial army of Germany to take a snapshot, serious only when standing before the show window of a jewelry shop feasting his eyes on the glittering diamonds—such, at rough sketch, was Thompson.

He was the last word in impertinence when he landed on the shore of Europe, wearing a natty English riding outfit, an old camera thrown over his shoulder, and asked to be shown where the war "was at."

War Going Into Camera. After the guffaws subsided and jokes were spent someone asked him why he wanted to know.

"Cause," he said, "I'm going to put it in here," pointing to the beetle-like thing of a camera hanging from his shoulder and about half as big as he.

He likes this thing called war and the more revolting it becomes the greater is his satisfaction.

Through 32 battles, great and small, knocked down by dead bones falling on him, standing unmoved in a rain of shrapnel and rifle fire that made it seem impossible for a finite thing to survive a brief second, ranking wounded soldiers out, crumpling, firing, lighting a cigarette without flinching under a cross fire of two armies, tearing his undershirt off in the attempt to bind up a soldier's wound, coolly digging a shallow grave to bury a chance acquaintance while walls tumbled about his ears and the whole earth seemed to be burning up, an hour later swilling his "light beer" in an alley cafe five miles away and dancing light-heartedly with the demi-monde, defying all laws-breaking every rule of military discipline, arrested a dozen times and looking for more, three times through the war zone and now hankering to be back in it, wearing a wound from the effect of shrapnel that shot away half of his nose—such is Thompson of the charmed life.

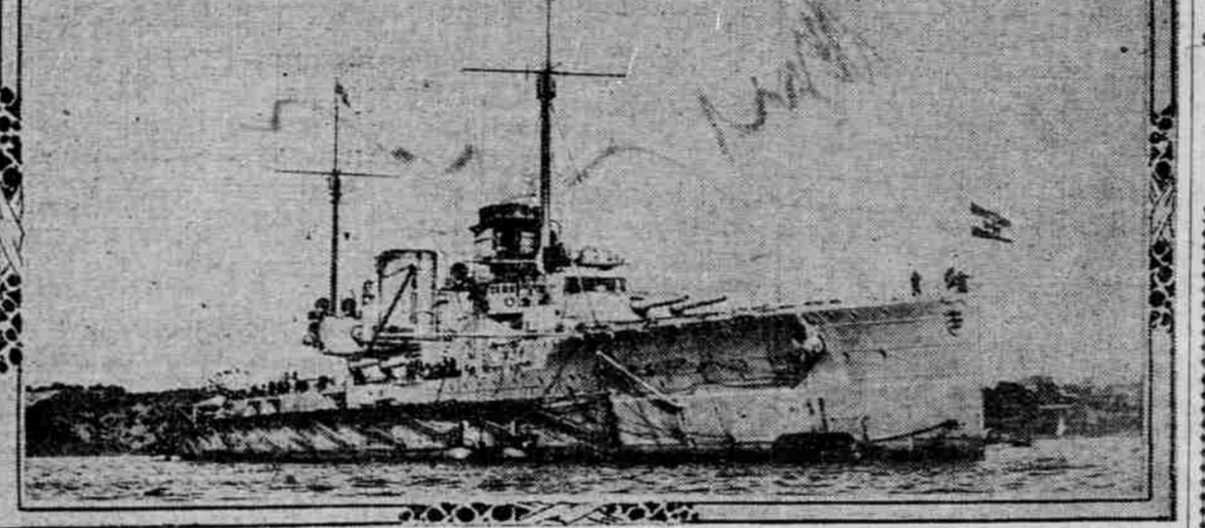
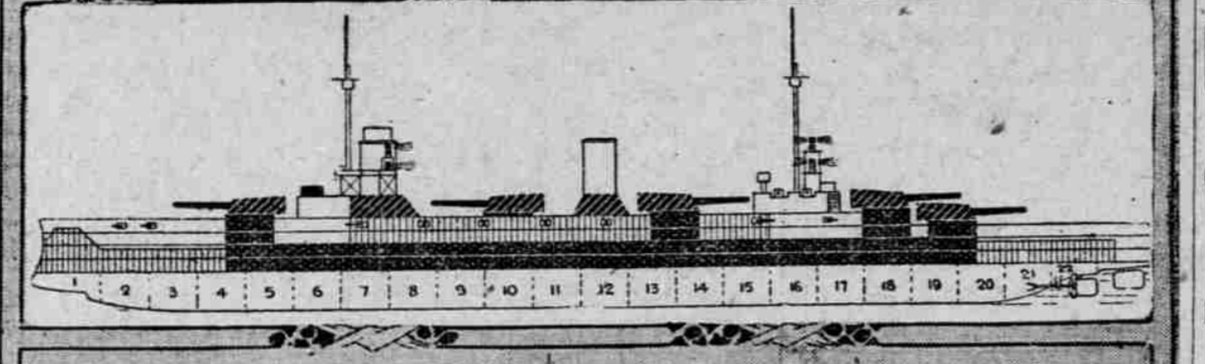
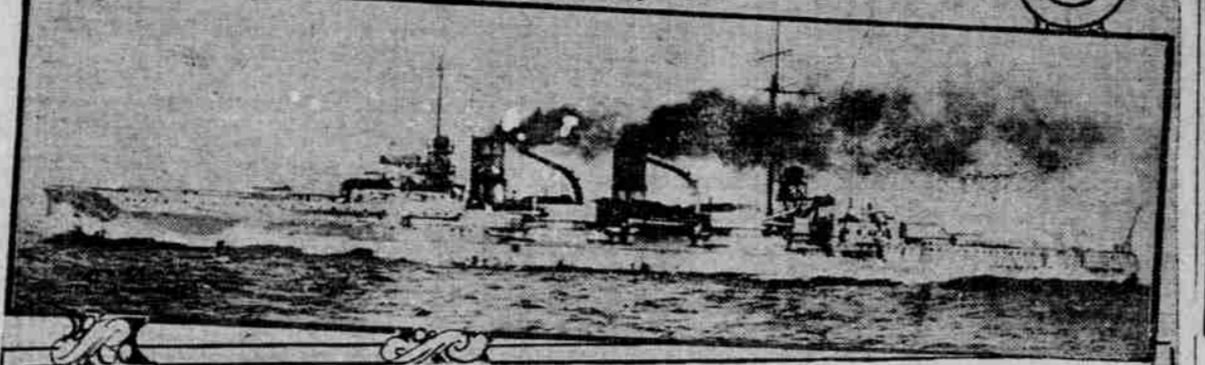
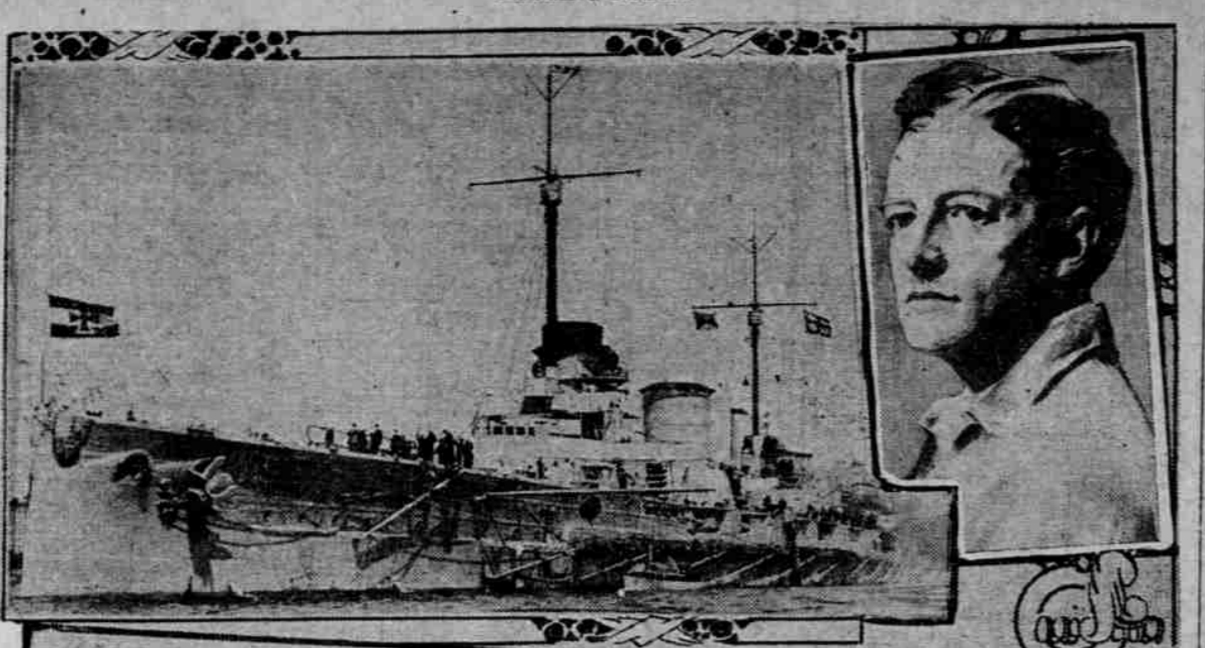
Photographer's Code is Fatalistic. He is a fatalist. His philosophy, religion, ethics and morals are all embraced in one paragraph. He said:

"Hell, who be afraid? When you're born, kid, your days are numbered. Don't make no difference what you do or where you go or what chances you take. When that last day comes, you're through; but it won't come till the time's up. So why be downhearted?"

We shall get better acquainted with him as we proceed with this narrative. He had taken many precautions against possible eventualities on the trip through Belgium and they stood us in good stead many times.

We stepped on the boat at Folkestone the first night out and were away for Flanders at 3 o'clock sharp next morning. It was a beautiful Sunday morning—for the English Channel and the North Sea at this time of the year. We steamed up by the downs of Dover, to keep inside the mine field, before head-

GERMAN WARSHIPS IN ENGAGEMENT OFF ENGLISH COAST, AND COMMANDER OF BRITISH REPELLING FLEET.



Top—Battle Cruiser Von Moltke, Sister Ship of the Goeben, Now of the Turkish Fleet. Next Below—Profile Drawing of Derflinger, the Kaiser's Latest Battle Cruiser. Bottom—Seydlitz, Also a Battle Cruiser of Modern Type. Top, Right—Vice-Admiral Sir David Beatty, of British Navy, Who Has Scored His Second Victory Over the Germans on the Sea During the Present War.

SHIPS ARE SPEEDY

Bluecher Only Exception in North Sea Battle.

BRITISH LION IN VAN

Vice-Admiral Beatty, in Command of Victorious Squadron, Is Same Officer Who Led Attack on Heligoland in August.

LONDON, Jan. 24.—All the vessels named by the British official press bureau as having taken part in the naval engagement except the Bluecher are battle cruisers, all heavily armed and capable of great speed.

The Bluecher, which was sunk, was an armored cruiser, 489 feet long and displaced 15,550 tons. Her complement was 855 officers and men. She was built at Kiel in 1908 at a cost of \$6,500,000.

Derflinger Completed Last July. The Derflinger is a 25,000-ton ship, which was completed July 14, of last year. She is armed with eight 12-inch and 12 six-inch guns and 12 24-pounders and has in addition five torpedo tubes. There is no record available of her speed.

The Seydlitz is somewhat smaller than the Derflinger, her displacement being 25,000 tons. She carries 10 11-inch guns, 12 six-inch guns, 12 24-pounders and four 14-pounder anti-aerial guns. She has four torpedo tubes. She also is a new boat, having been completed in May, 1913. Her speed is about 26 knots, although in her trials she made 29 knots.

The Moltke is a 23,000-ton boat, and has a speed of about 27 knots. She is a sister to the famous cruiser Goeben, which once belonged to Germany, but now flies the Turkish flag. The Moltke has the same gun power as the Seydlitz, except that she is not equipped with anti-aerial rifles.

Sister Ships Aid Defense. The Lion, which was in the van of the fighting, and the Princess Royal are sister ships of 20,415 tons and each carries a complement of 1000 officers and men. They are 689 feet long and have a speed of about 28 knots, although in their time trials the Lion bettered 31 knots and the Princess Royal 32 knots. The vessels are armed with eight 13.5-inch and 16 four-inch guns and three torpedo tubes. The Lion was built in 1910 and the Princess Royal the following year.

It was reported at the time that the Lion was in the naval engagement off the Falkland Islands, in which a British squadron under Rear-Admiral Sir Frederick Sturdee sank the German cruisers Scharnhorst, Gneisenau, Nürnberg and Leipzig.

The Tiger is a 27,000-ton ship and was built in 1913. Her armament, however, is the same as that of the Lion and Princess Royal. Available naval records do not give her speed, but that of her sister ship, the Queen Mary, is recorded as 33 knots.

Beatty in Command at Heligoland. The New Zealand is a 26-knot ship of 18,750 tons. She was built in 1911 and is armed with eight 12-inch and 16 four-inch guns and three torpedo tubes. A trifle lighter in tonnage, but carrying the same armament as the New Zealand, is the Indomitable, which was built in 1907 and has a speed of 28 knots.

Vice-Admiral Sir David Beatty, who was in command of the British forces in this fight, also commanded the same battle cruiser squadron in the engagement off Heligoland August 25, last, in which three German light cruisers and two German torpedo-boat destroyers were sunk. The cruisers were the Mainz, Ariadne and Koeln.

Oldest American Sculptor Dies. BOSTON, Jan. 24.—Anne Whitney, said to have been the oldest sculptor in this country, died last night at the age of 93 years. Statues of Samuel Adams and Lee, Erikson in this city and a bust of Charles Sumner, erected near Harvard square, Cambridge, are among her principal works.

DOUBLE STAMPS ALL DAY TODAY

Advertisement for Woodard, Clarke & Co. featuring a list of special prices for today, including various medicines, stationery, and candies. It also includes an extra coupon for a trading stamp.

BRITONS WIN FIGHT

German Cruiser Bluecher Is Sunk in North Sea.

FEW OF CREW ARE SAVED

Squadron of Admiral Beatty Frustrates Attempt to Repeat Harlepool Raid—Smaller Vessels Also Are Engaged.

OTHER NAVAL BATTLES SINCE THE WAR BEGAN.

Off Heligoland, August 28—British victory; Germans lost cruisers Mainz, Koeln and Ariadne, and two destroyers.

North Sea, September 22—German victory; three British cruisers, the Aboukir, Cressy and Hogue sunk by German submarines.

Off Cotehon, Chile, November 1—German victory; British lost cruiser Good Hope and Monmouth.

Off Falkland Islands, December 8—British victory; Germans lost cruisers Scharnhorst, Gneisenau, Leipzig and Nürnberg.

(Continued From First Page.)

which led the line, having only 11 wounded and no killed.

"One hundred and twenty-three survivors have been rescued from the Bluecher's crew of 885, and it is possible that others have been saved by some of our cruisers and destroyers. No reports of any destroyer or light cruiser fighting have yet been received at the Admiralty, though some have apparently taken place.

"Their lordships have expressed their satisfaction to Vice-Admiral Sir David Beatty."

Commodore Reginald Y. Tyrwhitt, who also took part in the battle off Heligoland, commanded the light cruisers and destroyers which accompanied Vice-Admiral Beatty's battle cruisers.

The Germans were observed some time after dawn proceeding in the direction of the British coast. When they sighted the superior British fleet they turned and made at full speed for home waters, and it was only after a stern chase that the faster British ships got within range of them.

For more than four hours the running battle lasted, the firing being plainly heard in North Holland, where it was judged the fight took place north of the Islands of Ameland and Schiermonnikoog.

The Bluecher, which was slower than the other German cruisers, fell behind and succumbed to the heavier guns of the Lion, which was leading the British squadron. The other German ships got within the mine and submarine area,

two of them in a badly damaged condition, and it was dangerous for the British battle cruisers to follow.

Norwegian Supplies Are Ample. CHRISTIANIA, Jan. 6.—(Correspondence of the Associated Press.)—The supply of corn and flour in Norway is now believed to be adequate for the country's needs for some time to come. When the war broke out the supply was at a minimum, but every resource was strained to get the necessary imports while importation was allowed by England. Each commune now has a store equal to 25 to 35 pounds a person.

Honk! Honk! By special appointment, "Ye Oregon" is Official Grille of the Auto Show!

Original decorations have transformed the Grille into a veritable motorist's paradise. Special songs in costume by The Winter Garden Cabaret.

Special added attractions—Miss Marjorie Hardy, "Queen of Ragtime"; Pauline Arthur, Comedienne; Belamy, "Wizard of the Show"; Complimentary silhouette photos of the guests.

A visit to the Auto Show won't be complete without Ye Oregon Grille HOTEL OREGON, Broadway at Stark Chas. Wright, President M. C. Dickinson, Managing Director When in Seattle stop at Hotel Seattle We own it.

Advertisement for Cadillac cars, featuring the slogan 'Standard of the World' and 'EIGHT' cylinders. It also includes a testimonial from Dr. Paul C. Yates.

Portrait of Dr. Paul C. Yates, a man in a suit and tie, with text identifying him as a dentist.

I Have Cut Prices. I will save you 50 cents on every dollar on the best dental work made by human hands and without pain.

Advertisement for Sloan's Liniment, describing its benefits for backache and other pains.

Advertisement for Covey Motor Car Co., located at Washington at Twenty-First.