

cables, but more than 150 names out of the first thousand arrived in such jumbled and incorrect form that they meant practically nothing and it will be necessary to check back over the cables.

Partial lists of survivors were telegraphed to many parts of the country to-day.

These who failed to find the name they sought in the partial list may be reassured to the extent of knowing that the lists published to-day were about one-quarter of the total of all who are known to be saved, and the fact that a name does not appear in the available list does not necessarily indicate a loss.

There were no new official figures on the losses available to-night, and the War Department's figures continued to differ from those of the British Admiralty. The War Department estimates 210 persons missing, 113 of them American soldiers, while the British Admiralty's figures put the loss at 165 missing, 147 of them American officers and enlisted men.

The Navy Department to-day was still without information confirming the report that an American destroyer was on the scene and participated in the chase of the U boat which attacked the transport. Secretary Daniels said that such information as was at hand led to the conclusion that the report was erroneous, but reiterated his statement that one of Vice Admiral Sims's force might have been present.

A copy of the official report made by the commanding officer of the British convoy will be sent to the Navy Department as soon as that document has been approved by the British Admiralty. Navy officials do not expect to get this report for at least two weeks.

Secretary Daniels reiterated to-day that the war against the submarine is being won by the United States and the Allies, and that "it will be won."

"No one thing will win against the submarine, but its effectiveness is being reduced and we will master it," said he.

His attention was called to the statement of Admiral Jellicoe, indicating his belief that the U boat menace will be over by August. He discussed the British Admiral's statement good humoredly, but not for quotation, making it clear that American naval experts are not prepared to name the date on which the U boats will no longer be a serious problem.

TUSCANIA FLOATED FOR TEN HOURS

Six Hundred American Soldiers Leave Ireland for England—Praise for British Destroyers.

Copyright, 1918, by the Press Publishing Co.
(The New York World.)
(Special Cable Despatch to The World.)

DUBLIN, Feb. 9.—About 600 American soldiers from the Tuscania left Kingstown for Holyhead to-day by the morning and evening packets. They arrived on special trains from the north and were fit and cheerful. They spoke enthusiastically of the hospitality they had received from the people and from the British Navy and Army and paid tribute to the magnificent work of the British destroyers after the Tuscania was struck.

The ship foundered at 4 o'clock Wednesday morning, according to officers, having remained afloat ten hours after she was torpedoed. All the men got off at ten minutes to 8 on Tuesday evening. Lieut. Vale, who was one of twenty-six officers, the last to leave the vessel, said the discipline was splendid.

The rank and file declared they would have their revenge in France for the death of their comrades. One German-American soldier from Chicago said:

"Rich and German-Americans are right with the United States in this war. This sort of thing will not frighten us from the work before us, but will make us more determined."

Charles L. Albritton, Myakka City, Fla.

Melvin A. Arneson, Abbotsford, Wis.

Edwin J. Allen, Salt Lake City.

Ray Anderson, Marshfield, Wis.

Clarence C. Andrew, Waukesha, Wis.

Albert Harold Anderson, R. F. D. No. 2, Boyceville, Wis.

Carl Martin Anderson, Barron, Wis.

Francis E. Anderson, Pleasant Prairie, Wis.

B

Jamie M. Burke, Heerman, Mo.

Guido Frederick Butth, Waterloo, Wis.

Joseph Bauer, Wautoma, Wis.

Oliver B. Bendixon, Wautoma, Wis.

Warren J. Berry, Wautoma, Wis.

Martin D. Bengers, New London, Wis.

Daniel Worth Bickford, St. Paul, Minn.

Walter B. Box Jr., Hempstead, L. I.

Ernest R. Bridges, Vancourt, Tex.

Arthur E. Bldney, Independence, Wis.

Fred Braem Jr., Marshfield, Wis.

Harry Arnold Burnham, Barron, Wis.

Joseph B. Burkhardt, Johnstown, Pa.

Claude Buckmaster, Barron, Wis.

James Karel Brunslik, Haugen, Wis.

Hubert Berry, Virginia City, Nev.

Lyle Barnhart, Waukesha, Wis.

James O. Bickford, Oakland, Cal.

Henry Bronpyke, Grand Rapids, Mich.

Robert H. Broyler, Kalamazoo, Mich.

Joseph L. Barnitt, 241 East 201st Street, New York.

Edward C. Barker, Jones Street, Port Jefferson, N. Y.

Harold William Bresnahan, Ripon, Wis.

John C. Barth, Clintonville, Wis.

John L. Barnes, No. 411 Newhall Street, Milwaukee, Wis.

Otto Franklin Bates, No. 604 Ninth Avenue, Baraboo, Wis.

Archibald Beaudoin, No. 251-2 Pearl Street, New London, Wis.

Joseph L. Bejma, 1350 Second Avenue, Milwaukee, Wis.

Arthur Francis Bender, No. 135 Walnut Street, Baraboo, Wis.

Earl Embros Blank, Meilen, Wis.

Clarence Braun, No. 617 Seventh Avenue, Baraboo, Wis.

William Clarence Brown, R. F. D. No. 1, Cumberland, Wis.

Clarence W. Buchholz, Wautoma, Wis.

John Budziszewski, No. 1063 Garden Street, Milwaukee, Wis.

Lymian P. Byse, Wautoma, Wis.

C

Joseph W. Crawford, 18 Osceola Place, Flushing, N. Y.

Charles C. Cargill, 1413 Fort Schuyler Road, Westchester, N. Y.

Frank H. Carroll, Norfolk, Va.

George Chaves, San Jose, Cal.

Frederick Chelborg, Prospect Avenue, Sea Cliff, N. Y.

Mayor Cigal, 425 Madison Street, Brooklyn, N. Y.

Frank Clark, Templeton, Cal.

Charles W. Collins, San Jose, Cal.

Harold Conklin, Post Avenue, Westbury, N. Y.

Alfred Cornell, Nassau Road, Roosevelt, N. Y.

Newell Craig, Owen, Wis.

Clinton K. Courter, Corso, Milan, Italy.

Arthur A. Cantwell, Shawano, Wis.

Walter J. Callahan, Wautoma, Wis.

Byron E. Christian, New London, Wis.

John H. Conklin, Westbury, L. I.

John F. Carhart, Trempealeau, Wis.

Thomas M. Clanton, Tyrone, Ark.

Max Collins, Elroy, Wis.

Edo K. Cady, No. 114 North Larch Street, Lansing, Mich.

Ernest Allen Caffisch, R. F. D. No. 2, Baraboo, Wis.

Earl N. Campbell, Wild Rose, Wis.

Louis Chaltraw, No. 411 Monroe Street, Bay City, Mich.

James Dillon Chilson, Dunbar Avenue, Waukesha, Wis.

William C. Clive, No. 116 North State Street, Salt Lake City.

Kari Irvin Cook, Cumberland, Wis.

Warren L. Cotton, Coloma, Wis.

Asa B. Gouse, Tomahawk, Wis.

Edward Weidenkopf Coughlin, 8 South Centre Street, Baraboo, Wis.

Paul J. Czrenahowski, Dorr, Mich.

D

Frank I. Davis, New London, Wis.

George E. Doman, New London, Wis.

Edward J. Duffy, No. 80 Linden Avenue, Flushing, N. Y.

Lawrence J. Doyle, No. 15 Taylor Avenue, Flushing, N. Y.

George C. Donnelly, 39 Grace Church Street, Portchester, N. Y.

Chauncey I. De Long, Beech Creek, Pa.

Arthur Dew, 83 Hamilton Place, New York.

Raymond L. Davis, Port Jefferson, N. Y.

Alfred M. Davis, Miller Place, N. Y.

Washington G. Davies 35 North Oxford Street, Brooklyn, N. Y.

Alva Dart, Catawba, N. Y.

Martin J. De Boer, R. F. D. No. 1, George Dale Danley, Iola, Wis.

Anthony J. DeVroy, No. 415 North Ashland Avenue, Green Bay, Wis.

Clyde P. Diggles, Hancock, Wis.

Hilton Alfred Doerge, R. F. D. No. 4, Stanley, Wis.

Donald Martin Duncan, No. 224 Fourth Street, Baraboo, Wis.

Kirkwood Durrant, Waupaca, Wis.

Fred Arthur Duxbury, Hixton, Wis.

E

John F. Eberhard, 347 St. Nicholas Avenue, Brooklyn, N. Y.

William F. Egan, No. 402 East Main Street, Mount Kisco, N. Y.

John F. G. Equi, No. 2255 Twenty-fourth Street, San Francisco.

Russell E. Eikenberry, No. 1110 North Anderson Street, Ellwood, Ind.

Earl H. Eaton, No. 91 South Main Street, Pittsford, N. Y.

Thomas E. Evans, Red Granite, Wis.

Martin T. Evenson, Manawa, Wis.

F

William F. Furman, No. 35 West 19th Street, Whitestone, L. I., N. Y.

Frederick Flux, No. 105 Clinton Avenue, Brooklyn, N. Y.

Hilding Fagerdahl, Clintonville, Wis.

Charles Foley, 211 Shilston Street, New London, Wis.

Oliver L. Flood, No. 21 Pontage Street, Portchester, N. Y.

Charles J. Fisher, Oakdale, Jeddo, Pa.

Edmund Fink, No. 330 East 93d Street, New York.

Charles D. Feather, Lyndell, Pa.

Charles F. Fasco, No. 100 Newell Street, Pittsfield, Mass.

George Faber, Far Rockaway Turnpike, Lawrence, L. I., N. Y.

G

Merwin B. Gray, Islip, L. I.

Lawrence Gargias, No. 614 Market Street, Kenosha, Wis.

Lloyd C. Garthwaite, Wautoma, Wis.

Henry Gethers, Coloma, Wis.

George Louis Gilmore, No. 813 Campbell Avenue, Portsmouth, O.

Bruce Sheldon Goulder, Ingalls, Mich.

Alvin W. Grambsch, Bloomfield, Wis.

Ernest William Gresens, R. F. D. Box 31, New Meadows, Idaho.

Ray Sam Grosnier, No. 5703 State Street, Chicago.

George L. Gunderson, Wautoma, Wis.

Tracey S. Greene, Colby, Wis.

Paul Griffith, No. 816 East Vernon Street, Nevada, Mo.

Eugene Claison Hart, No. 720 College Avenue, Racine, Wis.

William Lee Garner, 416 East State Street, Rockford, Ill.

H

Earl Mite Harding, Prior Lake, Minn.

Everett Herbert Hale, Spring Valley, Minn.

Harry Hanson, 667 Mason Street, Rhinelander, Wis.

William D. S. Horne, Red Granite, Wis.

Arthur J. Hantschel, 920 South Division Street, Appleton, Wis.

Clifford V. Hanley, Orcutt, Cal.

Francis W. Hardesty, Fairmont, Ind.

John P. Henry, 11 North Hawk Street, Albany, N. Y.

Arthur L. Hanson, Kennedy, Wis.

Raymond Cornelius Harrison, Cottage Grove, Wis.

Martin B. Herman, No. 227 Ridge-wood Avenue, Brooklyn, N. Y.

Harvey P. Holland, Wakefield, Va.

Charles Hornecker Jr., No. 33 South 20th Street, East Orange, N. J.

Guy E. Howard, No. 9 Grove Street, Malone, N. Y.

I

Joe Inda, Wild Ross, Wis.

Le Roy W. Johnson, No. 479 61st Street, Oakland, Cal.

Harold M. Jonasson, No. 15 West 58th Street, New York.

Denis L. Jones, Arbuckle, Cal.

Frank J. Julian, No. 124 Eighth Avenue, Newark, N. J.

Joe Kramer, Mellen, Wis.

Miner J. Johnson, Wildrose, Wis.

Jesse J. Johnson, Wautoma, Wis.

Charles A. Joannis, Washburn, Wis.

Harvey B. Jewett, Oshkosh, Wis.

Nels F. Jensen, Pine River, Wis.

Sever W. Jarvis, Wautoma, Wis.

Oscar I. Jahr, Galesville, Wis.

Clarence D. Jalquish, Euclaire, Wis.

John Jacobson, Waupaca, Wis.

Charles Hans Jacobson, Waupaca, Wis.

Julian Jolliffe, Houston, Tex.

Julius H. Janetsky, San Francisco.

K

Churchill B. Kouns, Tuscumbia, Mo.

Peter Klepessky, Kona Gb Ban Uza, Derevny Kcalsky, Russia.

Barney Kujawski, No. 24 Centre Street, Milwaukee, Wis.

Alfred Russell Kost, Lorraine, Wis.

Earl, William Knight, R. F. D. No. 2, Spooner, Wis.

Vernon Kelly, 737 First Street, Milwaukee, Wis.

James Asher King, 1415 Fox Street, Denver, Colo.

Joseph C. Knott, Monroe, Wash.

Howard A. Kenyon, Durand, Mich.

Robert W. Kissam, Main Avenue, Sea Cliff, N. Y.

Walter Kujawa, Milwaukee, Wis.

Kenneth J. Kay, Sea Cliff, L. I.

Michael Katz, Portchester, N. Y.

Charles Maloon Kellogg, Janesville, Wis.

Charles W. Knaup, Poy Sippi, Wis.

L

George Elmer Lowe, R. F. D. No. 1, Elk River, Minn.

Floyd W. Longyear, Shohan, N. Y.

Fred W. Loken, 2432 West 64th Street, Seattle, Wash.

James W. Logan, R. F. D. No. 1, Uree, N. C.

Robert A. McNeill, Detroit, Mich.

Irvin H. Meldam, Appleton, Wis.

Leonard T. Meshke, New London, Wis.

Charles W. Meyenberg, Bellingham, Minn.

Barney Mienkiewicz, Bay City, Mich.

Arthur Miller, Withee, Wis.

Leo V. Michels, Eastwood, N. Y.

Harry Meyer, No. 155 Covert Street, Brooklyn, N. Y.

Charles Mead, Greenwich, Conn.

Joseph E. Mayer, Patchogue, N. Y.

Robert G. Massey, Pearl River, N. Y.

Frank T. Martin, No. 161 West 231st Street, New York.

William S. Mackintosh, New Rochelle, N. Y.

Millville Miller, No. 70 North Portland Avenue, Brooklyn, N. Y.

Rollo Mulford, Chehalis, Wash.

George A. Muller, 1759 West 11th Street, Brooklyn, N. Y.

Ray C. Marsh, Galesville, Wis.

Sherman McDonald, Oakland, Cal.

Harry E. McCormick, Ohio.

George A. McDonnell, Augusta, Wis.

Barney McMahon, Chippewa Falls, Wis.

Robert Hiram McCarty, New Auburn, Wis.

Otto L. Mathiasen, Canton, S. D.

Walter Mason, Amsterdam, O.

Robert Mastropietro, No. 295 East 143rd Street, New York.

Leon S. Martin, Palacios, Tex.

William W. Maden, No. 1614 Oregon Street, Berkeley, Cal.

N

Alfred Nelson, Cumberland, Wis.

Herbert Freeborn, Nelson, Mission, Texas.

Hilding Neis Nelson, Lushalt, Skona, Sweden.

Henry Neumann, Norwalk, Wis.

Fred August Neururer, Cumberland, Wis.

Victor John Novak, Kenosha, Wis.

Lawrence Negrette, Lindenhurst, N. Y.

Winfield S. Norris, West Washington Market, New York.

George Gottfred Nelson, Westboro, Wis.

Carl C. Noel, Meigs Street, Sandusky, O.

O

Carl R. Overstreet, Bradfordville, Ky.

Arthur H. Otto, Beaver Dam, Wis.

James J. O'Brien, Washington, D. C.

John J. O'Connell, 440 West 45th Street, New York.

Joseph D. Oddo, 166 York Street, Jersey City, N. J.

John O'Rourke, 58 Mott Avenue, Far Rockaway, N. Y.

Francis J. O'Toole, 211 Westchester Street, Port Chester, N. Y.

Richard F. Outcault Jr., 245 Madison Avenue, New York.

Charles H. Ostrander, Oakland, Cal.

William Richard Olsen, Stanley, Wis.

P

Evans P. Peterman, Yelita, Tex.

Royal B. Pierce, Coloma, Wis.

Henry J. Pettigrew, Appleton, Wis.

Alfred M. Persons, Wautoma, Wis.

Norman J. Perry Jr., Plainfield, Wis.

Ellery J. Patterson, Wild Rose, Wis.

Joseph E. Parkin, Coloma, Wis.

Earl J. Patterson, Curtiss, Wis.

Guy William Paulson, Spooner, Wis.

Harry C. Peters, New Albany, Ind.

Peter Jefferson Pangborn, Chippewa Falls, Wis.

Earl Le Roy Powell, Baraboo, Wis.

FINDS SURVIVORS OF THE TUSCANIA UNSHAKEN IN NERVE

Ambassador Page Talks to Men
From Transport at a Camp
in England—171 Victims Are
Buried on Scotch Coast.

LAST SERVICE TOOK PLACE
IN A DOWNPOUR OF RAIN.

Big Motor Truck the Hearse for
Seventeen Americans—Fund
for a Monument Being Sub-
scribed by Villagers.

LONDON, Feb. 13.—Walter Hines
Page, the American Ambassador,
spent to-day at a military camp
where some survivors of the Tus-
cania are lodged. He talked with of-
ficers and soldiers and expressed his
satisfaction that there was no evi-
dence of any shaken nerves among
them as a result of their experience.

Motor Truck the Hearse for Seventeen Bodies.

A SCOTCH SEAPORT, Feb. 12 (As-
sociated Press).—Up to Tuesday night,
a week after the disaster, 171 victims
of the ill-fated Tuscania had been laid
to rest at different points on the Scot-
tish coast. These were divided as fol-
lows:

Americans, 131 identified and 33 un-
identified; crew, 4 identified and 3 un-
identified.

The Associated Press correspondent
co-operated with the American Army
officers in obtaining these figures,
which go forward to Washington as
the most accurate and complete list
obtainable. The last seventeen of
these bodies recovered—all Americans
—were buried this afternoon, villagers
again coming many miles in a down-
pour of rain to pay their simple tri-
bute to the American dead.

The bodies were brought to the
burial place on one big motor truck,
which was followed along the route
several miles long by the squad of
25 khaki-clad American survivors and
the village mourners. One of the
villagers carried the Union Jack,
while an American soldier held aloft
the Stars and Stripes.

At the graveside the American sol-
diers sang the "Star-Spangled Ban-
ner," followed by the natives singing
"God Save the King." The usual
military salute was then fired, ending
the ceremony.

There are eight Americans still here
too ill to leave, several of them still
dazed by their experience. They are
quartered in nearby farm houses and
village hotels. These men are F. I.
Benefiel, E. L. Lystrom, Wilbur C.
Nutt, Boyd E. Hancock, E. E. Harp-
son, Henry Schurting, James J. Col-
well and F. A. Goeher.

One American officer and fourteen
men are still in a hospital at Glasgow.

Pershing Commends Rescue Work of British Officers

(Special to The World.)

WASHINGTON, Feb. 13.—Officials
expressed regret to-day that late
press reports placed the number of
casualties among American troops at
a higher figure than heretofore.

The official figures received by the
War Department from the British
Admiralty had placed the number of
American casualties at 113. Later re-
ports indicated this number might
be increased to approximately 150.
To-day's despatches indicate that 164
American officers and men already
have been accounted for among the
casualties, 131 identified and 33 un-
identified.

The Secretary of War authorized
the publication of the following cable-
gram from Gen. Pershing:

"The splendidly efficient and whole-
hearted co-operation by the British

"I KNOW HE DIED GAME," SAYS BROTHER OF TUSCANIA VICTIM.



JOSEPH
G. MAYSTRICK...

Herman Rupp Was a Flyer—
Another New Yorker Came
of German Family.

"I told him to go into the war and
work like a man, and if I had seven
other brothers to send I'd tell them
to meet their duty in the same way."

That was the first thing Joseph
Rupp of No. 255 West 88th Street said
yesterday when he learned, after five
days of suspense, that his brother,
Herman Rupp, was among the identi-
fied dead from the Tuscania.

Then Joseph, who is a chauffeur,
told how he had brought his brother
from their home in Switzerland ten
years ago and helped him in his strug-
gle to get ahead in the new country.
Herman was also a mechanic and em-
ployed as a chauffeur. He was twenty-
eight years old.

When he enlisted in November in
the 158th Aero Squad he was sent for
training to Kelly Field, San Antonio,
Tex. Three weeks ago last Tuesday
his brother saw him when he stopped
in New York to take his ship for
France.

"Tickled" to Go to France.

"I'm tickled to death, Joe," Herman
told his brother. "We've got the best
squad in the lot, and that's why we
are going over so quickly."

"And I was tickled too," Joseph
said yesterday. "The boy was mak-
ing good. But when the Tuscania
sank I felt this was coming. He had
always let me know where he was
before, and I was sure if he wasn't
dead he would have cabled. I am
glad I know definitely now. For al-



FRANK
BRUNO...



HENRY
S. SPEIDEL...

most a week I've been reading the
newspapers, edition after edition,
searching for news. Now that I
really know the answer I can rest
easier. I know he died game."

Joseph Rupp's only relative now is
his mother in Switzerland.

Henry S. Speidel, another of the
dead, and his half brother, Julius
Speidel, were drafted in the same
quota. Each was twenty-three years
old, and they left their home, No. 239
East 94th Street, to go to camp to-
gether Sept. 21.

Henry had been a chauffeur, and he
was assigned to an aero squad and
sent to Texas for training. His
mother heard from him for the last
time on Jan. 24.

Until ill-health incapacitated him,
Henry's father was a brewer for
Jacob Ruppert. His other brothers
are married and his mother, who is
not well herself, takes care of the
father and Henry's grandmother, who
is seventy-nine. The grandmother
broke her arm in December.

German-Speaking, but Loyal.

German is the language of the Spei-
del household, for the grandmother



HERMAN
RUPP

Another Victim, Rejected by
Army, Finally Got Into
Aviation Service.

has never mastered English, but on
the wall hangs a big colored picture
of the battleship Maine and a draw-
ing of Julius in the uniform of the
National Army. There was no bitter-
ness in his mother's words when she
learned of the identification of her
son's body.

"He was such a good boy," she
sobbed.

Frank Bruno, twenty-three years
old, of No. 112 East 116th Street, is
listed among the dead of the 213th
Aero Squad. Yesterday the whole
block on East 116th Street, where he
grew up, was still hoping for word of
his safety, and the shoemaker on the
corner, who speaks English, had
sought out a Congressman to try and
get word from Frank.

The father, whose name also is
Frank, is sixty-one and incapacitated
from an operation. There is another
brother in the aero service and four
sisters. The family came from South-
ern Italy twenty years ago.

"Tell them that Frank was a fine
fellow," the shoemaker said yester-
day; "every one in this neighborhood
knew him and they have all been
praying for his safety."

George V. Zimmerman, whose body
has been identified, was the son of
Carl Zimmerman of Franklin Street,
New Rochelle. He was twenty-two
years old and a graduate of New
Rochelle High School. In December
he gave up his job as a lumber sales-
man and enlisted at Fort Slocum in
the Twentieth Engineers Forestry
Division.

War Office in the rescue of the Tus-
cania survivors merits the warmest
commendation from the people of
America. Food, shelter, clothing and
medical attendance were given with-
out stint. Survivors are now arriving
at our camps in England. The Ameri-
can Y. M. C. A. and the American
Red Cross rendered prompt and val-
uable assistance."

LIST IS GIVEN OUT OF TUSCANIA DEAD

Addresses Supplied From Earlier
Lists of Those Missing
in Disaster.

WASHINGTON, Feb. 13.—A list of
identified dead on the Tuscania was
made public by the War Department
to-day. As given below, the names
are those on this list with the ad-
resses added from War Department
lists. In some instances there are dis-
agreements in spelling.

A
Anthony Abboni (not Elbonh), Detroit; Peter
A. Agren (not Agrien), Jewell, Ore.; Fred B.
Allen, Ada, Minn.; Homer Llewellyn Anderson,
Cumberland, Wis.; Stanley R. Augspurger, Day-
ton, O.; Gunder G. Anstad (not Anstad Gun-
der), Oklee, Minn.

B
Ban Barker, Foulburg, Tex.; Edgar C. Barnes
(not Burns), Ranger, Tex.; Henry G. Bates,
Baker, Ore.; Russell F. Bennett, Plainfield, Wis.;
William E. Beckett, Rogers, Ark.; Herbert C.
J. Benson, Baginaw, Mich.; John B. Bishop,
Foster, Okla.; George Nelson Bjork, St. Helena,
Ore.; Claude Bradley, Swaty, Ark.; Walter L.
Brown, Peck, Va.; Frank Bruno (not Burns),
New York City; James J. Buckley, Minneapolis,
Minn.; Raymond Butler, New Richmond, Wis.;
Jack J. Byrne (not Byrre), Butte, Mont.

C
Rocco Calabrese, Mount Solo, Wash.; Harry
Carpenter, Potomac, Ill.; Orvel N. Casper, Mil-
waukee, Wis.; Alvin N. Collins (not L. N. Col-
lins), Marquette, Wis.; Stanley L. Collins, Knights-
tary, Cal.; John W. Cheshire, Lucas, Wash.;
Walter W. Clark, Lansing, Mich.; Gerald K.
Oliver (not Groves), Hopewell, Va.; Arthur W.
Collins, Appleby, Tex.; Marcus B. Cook, Como,
Mont.; Elmer L. Cowan, Victor, Mont.; Walter
Crellin, Virginia, Minn.; Norman G. Crocker (not
Creeker), Center, Tex.; Jennings B. Crow, Ap-
pleby, Tex.

Idaho: Fred A. Rudolph, Milwaukee, Wis.; Her-
man Rupp, New York City.

S
Clarence W. Short, Willsboro, Pa.; Nathan B.
Short, Stephens, Ark.; Capt. Philip Vincent
Sherman, Northfield, Vt.; Irvin Sims, Alto, Tex.;
Major Henry A. Skinner (not Henry A. Stem-
mer), Rockford, Ill.; John Snow, Lochwinnoch
Scotland; Oscar L. Smith, Winona, Tex.; William
V. Smithpeter (not Van Smith Peters), Fort Cobb,
Okla.; Henry S. Speidel, No. 239 East 94th
Street, New York City; Thomas E. St. Clair,
Junction, Tex.; Percy A. Stevens (last spelled,
name Stephens) Bend, Ore.; Charles E. Swanson,
Rothschild, Wis.

T
George W. Tomlins, El Reno, Okla.; Daniel
W. Tordridge, Straum, Tex.; Milton Talley (not
Tully), Union City, Tenn.; Tulla B. Thompson,
Madill, Okla.; William L. Trager, Cottonwood,
Minn.; Terry Tuttle, Elgin, Ore.

U
Fred M. Unger, Panstown, S. D.

V
William E. Vickers (not Bickers), Southwest
City, Mo.

W
Julius Wagner, Stamford, Conn.; Robert F.
Warren, Seattle, Wash.; Bert O. Weeks, Modesto,
Cal.; Philip E. Weigand (not Leigand), Balti-
more Md.; William W. Wright, Bismarck, Okla.;
Clayton B. West, Baxter Spring, Tex.; Eban
Whish, Arnett, Okla.; Walter L. (Leonard) Whit-
tington, Sherman, Tex.; Curtis W. Wilson,
Salem, Ore.; William R. (not W. E.) Wilson,
Canton, Tex.

Y
Edward F. Young, Gilmer, Tex.

Z
George V. Zimmerman, New Rochelle, N. Y.

The list of those buried, sent by
cable to the Associated Press, con-
tains a number of confusing errors
and a number of names which cannot
be transcribed with certainty. Among
them are the following:

E. F. Church, may be Franklin E. Church,
Providence, R. I.
Edgar Cullen, passenger list shows Sterling E.
Collins, St. James, Ark., and Connor A. Collins,
Battle Creek, Mich., not yet reported as sur-
vivors.

T. E. Davison, may be Chauncey J. Davidson,
Anacostia, Mont.
J. P. Wesson, may be Thomas S. Wesson,
Keweenaw, Mich.
Paul John C. Wood, may be Private James C.
Wood, Yantle, Tex.
William O. Williams, passenger list shows Bell
M. Williams, Glenwood, Ark., and Paul A.
Williams, Pueblo, Col.

In the cabled list also are W. Har-
dey, E. O. Peca and Claud W. Walk-
er. These names are not on the list
which remains after removing from
the passenger list all those reported
as survivors and those lost.

Herbert Clarence Jenson, Barron,
Wis.

Eugene Tumilson, Bishop, Tex.

This Father Would Avenge One Death on the Tuscania.

JACKSON, Mich., Feb. 13.—When
W. A. Clark of Jackson learned to-
day that his nineteen-year-old son
Wilbur was drowned on the Tuscania
he went to a recruiting station and
tried to enlist in the artillery service.
Clark, who is forty-seven years old,
was not accepted because of his age.

Tuscania Memorial Service to Be Held Sunday.

A Tuscania memorial service will be
held Sunday at the Funeral Church,
Broadway and 66th Street. Reserva-
tions have been made for the families
of the soldiers and sailors who were
lost on the Tuscania.

The musical programme will be fur-
nished by the Chapel Male Quartette
and the choir of St. Stephen's P. E.
Church.

ACTIVE DUTY FOR RETIRED NAVY CHIEFS

Admiral Winslow, Rear-Admirals Osterhaus, Badger, Beatty and Howard Among 500 Recalled

Men Who Fought Under Dewey at Battle of Manila Bay Are Again to Command Warships

More than five hundred retired and resigned naval officers have been called to desert Morris chairs and business enterprises for the bridges of dreadnoughts.

The personnel of the retired complement summoned to duty includes many who have done their "bit" in the past with such effectiveness as to have it recorded in the latter chapters of America's history on the seas. In practically every instance these men passed from the active list not because of infirmities or a marked outliving of efficiency, but purely by reason of having attained the prescribed age limit for retirement—sixty-two years.

Commanders of fleets in Spanish-American War days and the glorious subsequent circumnavigations of the globe whose pennants will once more flutter to a flagship's masthead include: Cameron McRae Winslow, Hugo W. Osterhaus, Charles Johnson Badger, Frank Edmund Beatty and Thomas H. Howard. Captain Templin Potts, the vortex of a swirl of controversy when "plucked" in 1913, is listed among the celebrities to drop the "retired" from the "U. S. N."

The romance of the briny has boasted of few greater characters in its absorbing enactment than Admiral Cameron McRae Winslow. In his forty-six years of service he attained a position as illustrious as that ever bestowed upon a sea servant of Uncle Sam—the rank of full admiral.

Admiral Winslow was born in Washington, July 29, 1854. He was graduated from the Naval Academy in June, 1875, encountering a period of discouraging calm in naval activities. He was assigned to various boats.

LIEUTENANT IN 1897.

He was Junior-Lieutenant Winslow aboard the gunboat Nashville in 1897. Opportunity for fame and distinction knocked sharply at his door with the Nashville riding in the rough off Cienfuegos, Cuba. He was in, and gave it full admittance.

The foreign cables left Cuba at this point. It was deemed highly necessary to sever them, cutting the Spaniards off from communication with their home country. The swarthy troops of Spain, realizing their plight is isolated, were massed on the shore prepared to loose a hail of lead on the intrepid forces attempting to snap the thread of communication.

Lieutenant Winslow volunteered and set out with a boat's crew, three of whom paid adventurer's toll with their lives. Two of the cables were hacked, while the third was left unsevered when the Spaniards' veil of bullets became too thick. For his exploit Winslow was advanced five numbers.

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Admiral Winslow, on his retirement July 29, 1917, was universally proclaimed the master navigator of the American navy. His training creed has been "to properly school a navy."

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As the sailors recovered their war bags and other materials from the inside of the hull these were piled in orderly rows on the almost horizontal starboard side of the ship, and persons crossing on the Hoboken ferries spread the report that bodies were being recovered through holes cut in the steel plates.

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AMERICAN NAVAL HEROES RECALLED TO SERVICE

Frank E. Beatty.



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Badger. On August 28, 1915, he was retired.

The Rear Admiral is an extension of a long line of Badgers, dating back to 1635 in America, and with family representation in every national conflict.

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In 1884 he directed the Greely Relief Expedition. The State of Maryland, through its both Houses of Legislature, thanked him for his splendid work.

For two years he commanded the Naval Academy, where he earned the soubriquet of "Square-deal" Badger. A year before his retirement he was attached to the General Board.

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Two days before his retirement, while on board the Louisiana, which he commanded, he averted the sinking of the boat by prompt and heroic action. An overboard discharge valve bonnet blew off when the boat's engines were being overhauled.

These officers are but a few of those to be drawn into the grim business ahead. They are representative of the others, and their reinstatement will undoubtedly add to the efficiency and prestige of the navy.

Has Artificial Legs and Skull; Hands O.K.

Kenosha, Wis., Dec. 29.—Walter

Old Schooners of Yesteryear Doing Their Bit in War

British Convict Ship Success,
Built in 1790, Is Still in
Good Condition.

The pressing demand for ships has resulted in a ransacking of the harbors and shoals of the world for old hulks sufficiently preserved to stand refitting.

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The schooner Evolution is an example of the same thing in our own country. She foundered off Portsmouth, N. H., four years ago, and has recently been raised and refitted for active service.

Perhaps the most famous of all these ancient barks come back to life is the old British convict ship Success. She was built in Burmah for the East India Company in 1790, and her oak hull is said to be still in excellent condition. From 1829 to 1852 she carried convicts and emigrants from England to Australia. After that she became a convict hulk at Melbourne, was sold in 1890 and then exhibited throughout the world.

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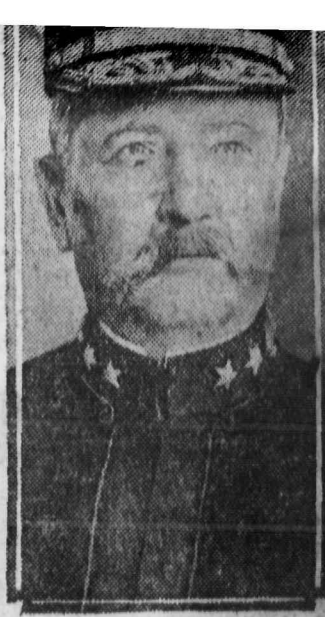
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In the waterfront saloons across from the piers, where many of the dockyard men repaired to soothe their jangled nerves, there was excited talk about the

Another ship which has suffered in the war is the New York. When nearing Liverpool on April 9, 1917, the New York struck a mine on the port bow. All but nine of her passengers transhipped and were taken ashore by other vessels, but the New York made Liverpool, her destination, under her own steam. She had shipped some water, but the damage was speedily repaired.

The St. Louis, sister ship of the St. Paul, was the first armed American liner to run the submarine gantlet following Germany's threat to destroy all shipping bound for England. Only thirty-three passengers ventured on what was regarded then as a rather hazardous test trip. An account of the trip, cabled from London, was published in THE SUN of March 28, 1917.

The St. Paul and the St. Louis have carried heavier armaments since arming against submarines than either carried as auxiliary cruisers during the Spanish-American war.

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Orlando, Jackson, Minn.; William J. (not Gregg), Mount Idaho, Idaho; Everett H. Duffy, Shioam Springs, Mo.

E
John Edwards, Butte, Mont.; John A. Eichhamer, Grand Forks, Minn.

G
Alexander S. Gillespie, Los Angeles, Cal.; James B. Gurney (not Guernsey), Elde, Ore.

H
Winston A. Hartsock (not Hamsobk), Baiden, Va.; James P. Hawley, Neenah, Wis.; T. W. Herman (probably Fred W. of Lincoln, Neb.); Martin C. Hill (Columbus), Wimberley, Tex.; Elmer A. Houston, Held, Ore.; Raymond T. Hurst, Pocasset, Okla.; Otis E. Hutchins, Whitehall, Wis.; Wesley W. Hyatt, Lebanon, Wash.

I
Delbert E. Ingelhart, Santa Monica, Cal.

J
Clyde G. Jenkins, Coalinga, Cal.; John C. Johnson, Big Falls, Minn.; William R. Johnson, Metamora, Mich.

K
William Keown, Sand Spring, Tex.

L
John A. Laakko, Astoria, Ore.; Theodore E. Larkensu, San Francisco; Capt. Leo P. Lebron, Guthrie, Okla.; Theodore E. Lewton, Forest Grove, Ore.; Alfio Lleari, Eureka, Cal.; Capt. Philip Kilburn Lightall, Syracuse, N. Y.; Fred M. Linton (not Linthorn), Lamoigne, Cal.

M
William Matthews, Bellingham, Wash.; Joseph G. Maybrick (not Masttruck), Astoria, N. Y.; Ora L. McCoy, El Monte, Cal.; Claire Metznerbauer, Chippewa Falls, Wis.; William F. McMurry, Royce City, Tex.; William A. Moore, San Francisco; George Moreno (not Merna), Pearsall, Tex.; William P. Morin, Portland, Ore.; Otto Mowrey (not Otto Ray), Kenosha, Wis.; Riley G. Murray, Eugene, Ore.

O
Luther W. Ozment, Broken Bow, Okla.

P
Henry H. Page, Saratoga, Tex.; Samuel B. Pentecost, Doucette, Tex.; Angel Perez (not Engel Percy), San Antonio, Tex.; James L. Pierce (not Pearce), Creswell, Ore.; Fletcher (D.) Odell Pledger, Norman, Okla.; James A. Price, Boise City, Okla.

R
William H. Raimser, Corning, Cal.; Manuel (not W.) Rames (not Rainses), Paldi Manil, Hawaii; George A. Reinhardt, Jefferson, Mo.; Luther B. Reeder, Broadus, Tex.; David G. Renton, North Bend, Wash.; Jesse M. Rhoades (not Rhoades), Halbert, Okla.; Samuel P. Rizza (not Rizza), San Francisco, Cal.; Lewis Roberts, Nachdochoe, Tex.; John C. Rolason, Potlatch,

Eight Additional Survivors Announced at Washington

WASHINGTON, Feb. 13.—The following additional survivors of the Tuscania were announced to-night by the War Department:

Jacob Zalkind, No. 62 Covel Street, Fall River, Mass.

Joseph A. Allen, Shakopee, Minn.
Everett L. Hamilton, No. 920 Gibson Street, Scranton, Pa.

Hugo Weirich, Fredericksburg, Tex.
Alfred V. Moyer, Lewiston, Pa.

...he pleaded guilty to forgery ... Municipal Court here, and was sentenced to three years in prison. He is alleged to have represented himself as a Federal inspector and so gained entrance to the plant of the Hercules Powder Company, where he stole several blank checks.

American navy was "shut out" and branded the Pacific fleet as an easy proposition for any enemy fleet or even a single super-dreadnought.

OSTERHAUS OUT FOUR YEARS.

When Rear-Admiral Hugo Osterhaus became sixty-two years old on June 15, 1913, and was automatically retired from active service, he broke a chain of forty years of service at sea. Though he never attained the rank of admiral—simply because that title was not given out in his time—he achieved the highest post, command of the Atlantic fleet.

On June 1, 1911, he was given this position, relinquishing it in June, 1913, to become a member of the General War Board. He was born in Missouri, June 15, 1851. He graduated from the Naval Academy in 1871. Major-General Peter J. Osterhaus, commander of the Fifteenth Army Corps under General Sherman in the Civil War, was his father.

Between graduation from the academy and 1895 he served in the Coast Survey, on the Asiatic and European stations, and at the Naval Academy. He was on an auxiliary cruiser in the war with Spain and was in two engagements.

During the historic world cruise of the Atlantic Fleet in 1906, he captained the flagship Connecticut. On December 4, 1909, he was made a Rear Admiral, commanding the Second Division of the Atlantic Fleet. Secretary Daniels issued a statement filled with hearty admiration and warm praise for Rear Admiral Osterhaus when he was enrolled on the list of inactive.

When Rear Admiral Osterhaus was selected to membership for the General Board, the vacant position of Commander of the Atlantic Fleet was filled by Rear Admiral Charles J.

FATHER FRANK

His birthplace, Galena, Ill., was largely in his course of life. For there Ulysses S. Grant was pursuing a somewhat irregular course. Bushrod Howard was a firm friend of Grant. When the two answered the call to hold the Union undivided each promised to care for the other progeny in the failure of one to return.

A disastrous railway collision placed Bushrod Howard beyond the pale of returning, but Grant was true to his promise. Thomas Benton Howard was sent to the Naval Academy, while a brother was appointed to West Point.

Rear Admiral Howard was once mentioned for the command of the Asiatic fleet in 1913, but he never was appointed. An order to that effect was revoked because he had been present at the Carabao dinner where the plan of giving the Filipinos their independence was ridiculed.

"The most humane admiral in the navy" was the general characterization of Rear Admiral Frank Edmund Beatty. He was retired November 20, 1915. "Charity" Beatty they called him through his long years of officering. Delinquents under him were always treated with a view of reaching their better qualities. Because of this there were few malefactors.

Coincidences of parentage played no part in his rise. He worked in his father's store until perseverance won him an appointment to the Naval Academy in 1871 from Minnesota. In 1875 he was graduated and assigned to training-ship duty.

When Spain grew troublesome in 1897, Beatty was commanding a diminutive monitor, the Monterey, somewhere in the Pacific Ocean. He was two months going to Manila. The Monterey was a cross between a submarine and a destroyer with the

BIG LINER ST. PAUL SINKS AT PIER HERE

Continued from First Page.

being permitted to flow into the port tanks.

It was about 11 o'clock yesterday morning when she rounded the sharp corner of the big pier at the foot of West Twenty-first street, her own fires dead and her own engines motionless, and entirely in the power of the snorting, fussing tugs that pulled and nosed her into the course she should take. The operation of docking a big ship, always interesting, was observed yesterday morning in the case of the St. Paul by hundreds of longshoremen, laborers, soldiers and sailors on duty at Piers 60 and 61. Many among these thought that she leaned oddly toward port as the tugs patiently nudged her bow shoreward and prepared to drift her up against the south side of Pier 61. Two great wire hawsers, were attached to her port side from the pier and under the pull of the steam winches these hawsers tightened to a terrific strain. Obviously this heavy pull, low down in the ship's bulk, increased the listing.

Within a few minutes, as the listing to port increased, spectators on the pier noticed that an unclosed ash hole was within inches of the water. They shouted warnings to officers on the St. Paul's bridge. It was said that the steel door of the ash hole had been mislaid at drydock.

The Cats Were Saved.

William Teasdale, a small sized Englishman, who is serving the Allies as a scullion, tells this part of the story:

"I was mopping up the galley when the master at arms let out a yell: 'All hands on deck and damned quick.' I started for the deck and then I thought of the cats. We had three of them down below that were grand ratters, and me and my pal were not going to let anything happen to the tabbies. If a submarine had strafed us we would have gone after our pets. So we took time to hunt 'em up, and they were mean to catch, too. By the time we had them in our arms and were soothing their injured feelings the old ship was turning like a water wheel. Men were scrambling to the starboard and jumping overboard toward two barges and a lighter that were lying up near Pier 60, just across the drink from the St. Paul. In no time at all there were hundreds clinging to the wet starboard plates as the ship settled upon her left side. I didn't get wet because I stuck to the top side, holding my cats, until a barge was brought alongside and we piled aboard. I saw two of the dock workmen jump between the lighter, which was being drawn close to the St. Paul by suction, and I don't think they ever came up. It was a queer business."

A rigger from the dockyard, Phil Henderson, thought it was just about 11:30 o'clock when he heard the Captain of the St. Paul, A. R. Mills, shout: "Take it easy, boys." The ship was then turning slowly. Water was pouring in through the ash door and the open coal ports, and men who had been eating their lunch were standing nervously with bread and meat sandwiches in their hands. The next instant, according to Henderson, there was a wild scramble toward starboard, a hasty climb over the turning deck, and finally a lot of clawing and balancing as the men clung to the slippery starboard side. Perhaps a hundred who were well astern were thrown into the water and swam to the barges and lighter or were picked up in small boats.

"Not Much Excitement."

"Really," said Henderson, "there wasn't much excitement—what we would call excitement. Everybody came from below in response to shouts and the boatswain's whistles, and there was a big hurry up to get on the right side of the ship, but I wouldn't say there was a panic. I doubt if more than one or two were drowned and I know that very few were hurt."

A naval gunner, one of the seventy-five in the three gun crews aboard, said he was certain that at least two men drowned, because he saw them go.

"They had jumped overboard," said the gunner, "and I could see them swimming as I clung to the side of the ship. Finally these two sank, because they were too exhausted to reach a nearby barge."

The St. Paul lies almost flat on her port side, just south of Pier 61. The masts of the vessel snapped off when she had turned over to an angle of 45 degrees, and apparently their resistance as they scraped down the side of the enclosed pier was sufficient to push the hull about twenty or twenty-five feet away from the piling, so that the two gray funnels, mottled with salmon colored spots of camouflage, just cleared the side of the pier.

Between the portions of the superstructure visible above the surface of the river there was a backwash of floating timbers and the usual flotsam of the river and twined about and through the mass was the twisted rigging of the ship.

From the river side the wreck was plainly visible, despite a patrol of police and naval craft which was quickly established. The long lines of the graceful hull of one of the fastest passenger ships afloat in the western ocean, rose

accident. A big, broadcheated rigger thought the St. Paul "began to act kind of queer about 11 o'clock."

"None of us paid much attention," he went on. "We kept right on at our jobs until the deck slanted so bad that it was hard to work. Then some of the men looked scared and the captain hollered: 'It's all right, boys. Take it easy.' Right after that the ship took a sudden dip, rolled heavily, and we all scrambled for the top side. Some jumped for the piers, but most of us climbed up the starboard slope."

Little Property Aboard.

One of the members of the gun crew said that the gunners lost all of their belongings. There was, however, little property of value, outside of the personal possessions of the seamen aboard the ship, since she was to be refitted and revictualled for transport service.

The United States Army authorities assigned a detail of 125 officers and men to guard the piers. They had instructions to admit no one. Zone passes were rejected. Several photographers who attempted from the vantage point of a tall building to take a picture of the capized ship were arrested. Capt. Godfrey J. Carden, in charge of the Port of New York, sent a revenue cutter with twenty-five men under Lieut. Jesse Glover. Rear Admiral Albert N. Gleaves visited the ship, and representatives of Rear Admiral Nathaniel R. Usher and of Major-General Shanks made a preliminary investigation. Divers and engineers sent by the Merritt-Chapman Wrecking Company were at work within an hour after the accident. It was said last night that it will require at least three weeks to seal the ship, pump her out and raise her to the surface on an even keel.

Policemen and firemen were active but there was little necessity for their service. Four men were treated by doctors from the New York Hospital and sent home. The names of these are:

William Cray, a special policeman, of Toledo and Jennings streets, Elmhurst; lacerations of both hands received while sliding down a rope from the ship to a lighter.

Frank Greene, 42, special policeman, 389 Butler street, Brooklyn; abrasions of the head.

Joseph Ascensio, 32, boiler scraper, 145 Thompson street; lacerations of the right hand.

Pietro Spotso, 31, boiler scraper, 62 Thompson street; contusions of the head.

American Line Statement.

The only statement issued in connection with the accident came from the office of the American Line and was as follows:

"The steamship St. Paul had been in dry dock at the Erie Basin, Brooklyn, since Thursday last, and left the dry dock this morning for her pier. No difficulty of any kind was experienced in transferring the steamship between the dry dock and her pier, but when coming alongside her berth, on the south side of pier 61, the steamship suddenly took a heavy list toward the pier and sank."

"It is deeply regretted that three men who were on board the steamship at the time of the accident are still to be accounted for, and it is feared that they lost their lives."

"It is impossible at present to ascertain the cause of the accident. Operations to raise the steamship were at once commenced."

There was not even gossip as to the possibility of the accident having been due to enemy aliens. The mere suggestion that somebody had opened the St. Paul's sea-cocks was rejected because it was known that she would have settled straight down had the sea-cocks been opened, and would not have rolled swiftly to one side.

Investigations are under way by the Robins Dry Dock concern, the American Line and the Navy Department.

The St. Paul, a steel twin screw steamship of 11,629 tons, is one of the largest American liners. She is 525.5 feet long, and has a beam of 63 feet and a depth of 28.8 feet.

The St. Paul is a sister ship of the American liner St. Louis, both of which were employed as auxiliary cruisers by the United States Navy during the Spanish-American war. Since March, 1917, each of the vessels has carried guns and a naval gun crew as protection against submarines, being among the first vessels flying the American flag to obtain authorization of the Government to arm. The St. Paul carries three 5.7 rifles.

The vessel is owned by the International Mercantile Marine Company, and is registered in New York. She was built by the William Cramp & Sons Ship and Engine Building Company of Philadelphia in 1901. In 1903 she cut down the British cruiser Gladiolus in the Solent and was badly damaged herself.

Besides her Spanish-American war service, the St. Paul has had several exciting experiences during the present war, only the latest of which resulted in actual grief, however. Following the destruction of the Lusitania, she was held at her pier for some time, due to the reluctance of the Government to permit her arming and the unwillingness of her owners to send her into the submarine zone unarmed. Sailings were resumed on March 12, 1917.

In this same month the vessel was recalled a few hours after leaving Liverpool, while en route to New York, because of the presence of submarines on her course. Returning to Liverpool under escort of a patrol boat, she was held there a few days before starting again on her westward trip.

LINER ST. PAUL SINKS AT DOCK IN NORTH RIVER

Open Ash Door Blamed for
Accident to Ship Refitted
as Transport.

FIVE MEN MAY BE DEAD

Four Hundred Workers Scramble to Safety as Vessel Turns Over.

The American liner St. Paul, a temperamental lady with a past, turned over on her left side and went to sleep in forty feet of water yesterday morning as she was being edged alongside of Pier 61 at the foot of West Twenty-first street.

Having served in two wars and partaken of high adventure it may have been that she was weary; but she tried to quit at the very time that Uncle Sam was preparing her for the most important duty that a Yankee ship can take up, and it will take weeks of valuable time to rouse her and right her.

She lies now like a stranded whale in the square slip between the two great concrete piers, 60 and 61, her nose pointing toward land and fairly clear of the sea, her middle and stern well submerged. She is a drab and dismal picture of the fine ship that loomed in yesterday morning's sunshine up the North River. Down in her bowels are the bodies of a few unfortunate men who were betrayed by her capriciousness and who were drowned at their duty. How many perished is not definitely known and may not be until the list of dockyard workmen and seamen that were aboard is checked up.

Five Men May Be Lost.

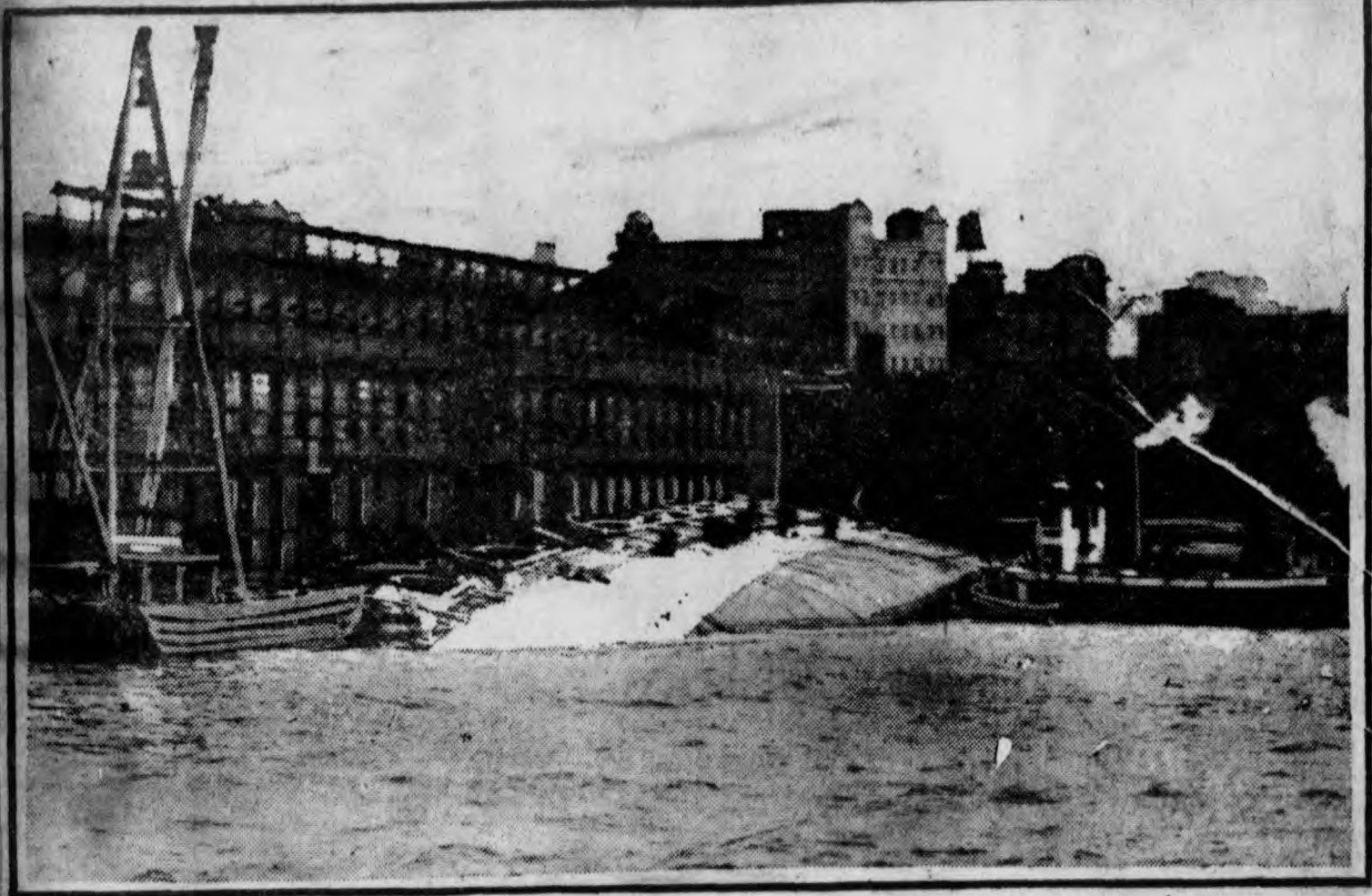
The American Line assumes that three men were drowned, but there was gossip among the mariner refugees yesterday that perhaps five of the workmen and of the St. Paul's people were caught within the ship or crushed between a lighter and the St. Paul's starboard side as she turned. That more were not drowned or injured in one of the most singular accidents in the history of the port as 400 men, suddenly alarmed, scrambled to the decks and clawed their way over the slippery, turning plates, is the remarkable thing. Only four were injured seriously enough to require hospital attention, and none of these was hurt fatally.

Exactly what caused the big liner to perform this amazing and costly prank is more or less of a mystery and can scarcely be known until after official inquiry. The generally accepted theory is that it was due to negligence—negligence with which the navy had nothing to do, since the ship had not yet been taken over by naval officers and crew and was entirely in charge of her own mercantile officers. The explanation which seemed most probable yesterday to officials of the American Line and to seafaring men generally was that the principal cause of the accident was an ash door carelessly left open near the water line. Then a combination of improper ballasting, straining hawsers and an outrushing tide which pressed heavily against her underbody caused her to list heavily toward port as she pointed toward land. As she listed the sea poured into the open ash door, adding a new and tremendous pull downward on the port side. This brought her open coal ports down to the water and these began to drink up the river. Without any more hesitation she sank.

Ship Was Refitted.

The steamship, which was one of the first armed against submarines before the United States entered the war, arrived at this port on April 15, bringing passengers. Last Thursday she was sent to the Robins Dry Dock at Erie Basin in South Brooklyn to be refitted as a transport. As is the practice the Government deferred taking charge of the ship until the work of refitting was completed and she had been delivered to her designated pier. The dry dock concern, of which William H. Todd is president, had been employing a force of about 300 men on mechanical repairs, carpentering and refitting, and of these about 200 accompanied the ship to the North River pier. Of her own crew of 325 it was stated yesterday that about 200 were on board, so that there were a few more than 400 endangered when she rolled her decks under. It was difficult to get precise information even on these simple matters because of the tight restrictions placed by the United States Army authorities on any news having to do with the accident, the explanation being that it was unwise to give out information

BIG AMERICAN LINER ST. PAUL AFTER SHE IS MYSTERIOUSLY SUNK AT NEW YORK PIER



This photograph shows the big American liner St. Paul after she toppled over from a mysterious cause, just as she was nosing into Pier 61 at New York. Federal agents are investigating. One charge is that German agents opened the seacocks. The water here is 40 feet deep and the side of the big liner can be seen above the water line in the center of the picture. "The gangplank was just being rigged when the ship suddenly gave a lurch and went over to an angle of 45 degrees," said a member of the naval gun crew. "Everything loose began sliding into the water and the men began pouring outside, jumping into the lighter and tugs alongside, onto the dock, and into the water. Just then both masts snapped off short with a crash. Then she settled down into the mud. River craft rapidly picked up the men in the water.

THURSDAY EVENING, APRIL 25, 1918.

EXTRA AMERICAN LINER ST. PAUL SINKS ENTERING HER NEW YORK CITY SLIP

New York, April 25.—The huge American liner St. Paul sank at her dock at the foot of Twenty-first street shortly after noon to-day. Her sea-cocks are supposed to have been left open, either from accident or design. As far as is known there was no loss of life.

Police reports were that the liner turned over just as she was entering her slip. It appeared, according to information obtained by the police, that the sea-cocks had been opened, allowing water to pour in. Immediately after the accident a guard of soldiers was thrown around the pier. Even the police were barred and no one was permitted to approach.

The St. Paul is one of the largest American liners. She is a steel twin-screw steamer of 10,250 tons, 535.5 feet long, and has a beam of 63 feet and depth of 26.8 feet. She was built by F. Cramps &

Sons, of Philadelphia, in 1895. She is owned by the International Mercantile Marine Company, and is registered at New York.

She is a sister ship of the steamer St. Louis, and during the Spanish-American War both ships were employed as auxiliary cruisers by the United States Navy.

The St. Paul was coming to her pier from drydock in Brooklyn. There were workmen aboard, but no passengers.

From observation made with glasses from the Jersey shore, the steamer is slowly settling—all that can be seen are the funnels and the masts.

THE SUN, SATURDAY, APRIL 27, 1918.

DIVERS TO MAKE RECORD IN RAISING THE ST. PAUL

Deaths Caused by Sinking of Liner at Pier Now Are Set at Three—Robins Company and American Line Are Making Inquiry.

A dozen divers who will work by electric light, day and night, in the murky waters of the North River in the slip south of Pier 61 are expected to raise in record time the American liner St. Paul, which capsized Thursday morning in forty feet of water.

She is needed in the transport service. It is the intention of the wreckers to get her back in commission in less than three weeks. It is believed that three men were lost in the accident, two mechanics of the Robins Dry Dock and Repair Company and an assistant engineer of the American Line. Their names will not be given out until their death is definitely established.

The Robins Dry Dock officials dis-

claim any responsibility for the unusual mishap. The office of the American Line will not give out any statement until after the completion of an investigation now going on.

The liner was in charge of Capt. Arthur R. Mills, a veteran of the transatlantic service, who also has seen service in the Pacific and lesser seas and who rose to command from apprenticeship in deep sea sailing craft of England nearly fifty years ago. Capt. Mills had personally nothing to say; but his friends heard him lament in bluff, old salt language that his ship, which he had taken through war zone perils several years, eluding submarine pursuers and torpedoes aimed at her, should, after a trip of a few miles, meet disaster in port alongside her pier.

OPEN SEA COCKS SUNK THE ST. PAUL

Washington, April 25.—An official report to the Navy Department late today stated that the preliminary investigation into the sinking of the steamship St. Paul indicated that several of the vessel's sea cocks had been left open when she left drydock. Officials stated that there is little reason to believe the accident was caused by enemy agents.

New York, April 26.—Three only, of the 700 men aboard the American line steamship St. Paul when she sank at her North river pier today, were unaccounted for tonight. Two of the men were said to have been drowned while swimming vigorously from the ship's vicinity to escape the suction vortex they knew would follow the sinking. The third was believed to have been imprisoned in the hold. Faint tapings, heard by some of the survivors as they hurriedly quit the ship, told mutely vain appeals for assistance which could not be rendered.

The escape of so large a number of the men was regarded as remarkable, the waves closed over all save part of the vessel's superstructure, and of the wild panic which followed the first alarm.

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"Administration is advised you refuse to co-operate with Federal Fuel Administration. If this is the case, Administration will take steps to have all coal shipped to you diverted to other dealers, who are willing to co-operate with this Administration in relieving the whole situation.

The firm replied that the charges made against it were false and that it was ready to co-operate fully.

COUGHS THAT KEEP YOU AWAKE
Yield promptly to Father John's Medicine.—Adv.

Three of the officers and thirty-four members of the crew were picked up by life rafts. Of these, the names of only ten have been transmitted to Washington.

The survivors in the launch with Commander Bagley and Lieutenant Scott were:

Chief Boatswain's Mate Clarence McBride, wife, Florence McBride, Syracuse, N. Y.

Coxswain Ben Nunnery, father, Fred A. Nunnery, Edgemoor, S. C.

Chief Electrician Lawrence G. Kelly, next of kin not given.

Fireman Joseph Korzeniecky, mother, Anna Korzeniecky, Survive, Russia.

RELATIVES WEEP WITH JOY.

It is presumed that the motor boat was one of the launches of the destroyer, and the fact that the men were able to launch the craft gave hope that other small boats had been got clear of the sinking vessel and that the list of survivors would grow.

The moment the word of the additional survivors was flashed into the communications room at the Navy Department, the officer on duty reported it to Secretary of the Navy Daniels. Mrs. Daniels and her mother, Mrs. Bagley, were almost overcome with joy over the news. Both women, who had been holding up bravely during the day, broke down and wept when Mr. Daniels informed them that Bagley had been saved.

Admiral Sims gave no details of the attack. It is known, however, that the Jones was on patrol duty between 400 and 500 miles off shore. What vessels accompanied her was not revealed, but Admiral Sims' report

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WASHINGTON, Dec. 8.—Coal dealers who refuse to co-operate with the Fuel Administration in its efforts to obtain a proper distribution of fuel will be put out of business.

This was made clear to-night by Fuel Administrator Garfield when he gave the text of this telegram sent to a Philadelphia firm accused of declining to aid the Administration:

"Administration is advised you refuse to co-operate with Federal Fuel Administration. If this is the case, Administration will take steps to have all coal shipped to you diverted to other dealers, who are willing to co-operate with this Administration in relieving the whole situation.

The firm replied that the charges made against it were false and that it was ready to co-operate fully.

COUGHS THAT KEEP YOU AWAKE Yield promptly to Father John's Medicine.—Adv.

Three of the officers and thirty-four members of the crew were picked up by life rafts. Of these, the names of only ten have been transmitted to Washington.

The survivors in the launch with Commander Bagley and Lieutenant Scott were:

Chief Boatswain's Mate Clarence McBride, wife, Florence McBride, Syracuse, N. Y.

Coxswain Ben Nunnery, father, Fred A. Nunnery, Edgemoor, S. C.

Chief Electrician Lawrence G. Kelly, next of kin not given.

Fireman Joseph Korzeniecky, mother, Anna Korzeniecky, Suive, Russia.

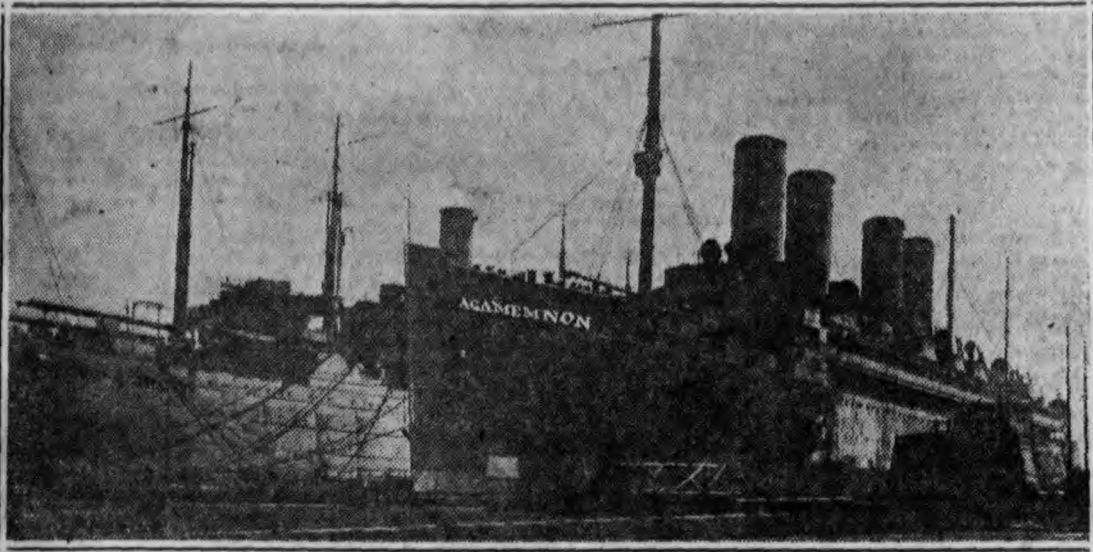
RELATIVES WEEP WITH JOY.

It is presumed that the motor boat was one of the launches of the destroyer, and the fact that the men were able to launch the craft gave hope that other small boats had been got clear of the sinking vessel and that the list of survivors would grow.

The moment the word of the additional survivors was flashed into the communications room at the Navy Department, the officer on duty reported it to Secretary of the Navy Daniels. Mrs. Daniels and her mother, Mrs. Bagley, were almost overcome with joy over the news. Both women, who had been holding up bravely during the day, broke down and wept when Mr. Daniels informed them that Bagley had been saved.

Admiral Sims gave no details of the attack. It is known, however, that the Jones was on patrol duty between 400 and 500 miles off shore. What vessels accompanied her was not revealed, but Admiral Sims's report

ONLY PHANTOM CREWS OF WARTIME MEMORIES STRIDE DECKS OF THESE SHIPS NOW



(By FRANCIS STEVENS)

The accompanying picture is of a scene which perhaps inspires more questions than does any other to be met in Hoboken. At the main gateway to the mile-square city as one emerges from either the lower ferry or the Lackawanna terminal, these two deserted vessels docked at fire scarred piers, greet the eye.

There is something inexpressibly sad in the scene, even to those who know little about it. To the ex-service men who served as sailors on those two ships during the war the sight brings back a host of memories touched with the halo that only touches things passed forever, while to the practical business man it represents an awful waste, not only of docking space, of two of the best ships which ever cut the indigo billows of the Gulf Stream.

One the "Aggie."

The ship with the four smoke stacks is the "Agamemnon" or simply "Aggie" as she was known to her crew of U. S. Navy jackies during the war. The smaller ship is the "President Grant" a sister ship of the ill-fated "President Lincoln" which was sunk by a German submarine while homeward bound from France after having taken "over there" a precious cargo of doughboys.

Both ships were once among the proud fleet of German-owned passenger craft which plied between Hoboken and Germany. The "Agamemnon" before the U. S. declared war on Germany and seized her for her own use, was known as the "Kaiser William the Second" and was one of the crack liners of the North German Lloyd. They were tied up in Hoboken after Germany declared

war in 1914, owing to the blockade of German ports by John Bull's navy. So when the United States declared war they were conveniently on hand to be converted into transports.

Elaborately Furnished.

The costly furnishings of the ships were ripped out and they were practically rebuilt inside with tiers of metal bunks for soldiers. They took thousands of doughboys to France, and after the war brought back thousands, many of whom were casualties housed in the "sick bay."

What is the ultimate destiny of these two historic ships is now a question that so far is unanswerable. The ships belong to the United States Shipping Board, which announced long ago that they were for sale. If anyone has offered to buy them the Shipping Board for reasons best known to itself has declined the offers. Just the same they are for sale. They are said to be in excellent condition but a large amount of money would be required to refit them for passenger service. They now lie practically as they were left by the Navy, transports. They have lain so long at their Hoboken piers that they have come to seem more like phantom ships manned by phantom crews of memory, than actual ships which will ever sail again.

The piers at which they are docked, Piers 5 and 6, were partially burned down in the fire of August, 1921, which threatened to sweep the entire waterfront.

Sister Ship Torpedoed.

A sister ship of the "Agamemnon" was also torpedoed by a German submarine, but unlike the "President Lincoln," sister ship of the "Presi-

steamship "Mount Vernon," which before the war was known as the "Crown Princess Cecilie," of the North German Lloyd line, was homeward bound in company with the "Agamemnon" when several hundred miles west of Brest she was torpedoed by a German submarine. This attack was made notwithstanding that the two ships were under convoy by six U. S. Navy destroyers. Although badly crippled and suffering the loss of 37 of her crew, the Mount Vernon was able to limp back to Brest. The fact that her water-tight doors were closed in time prevented the rushing water from flooding the other compartments and sinking the vessel.

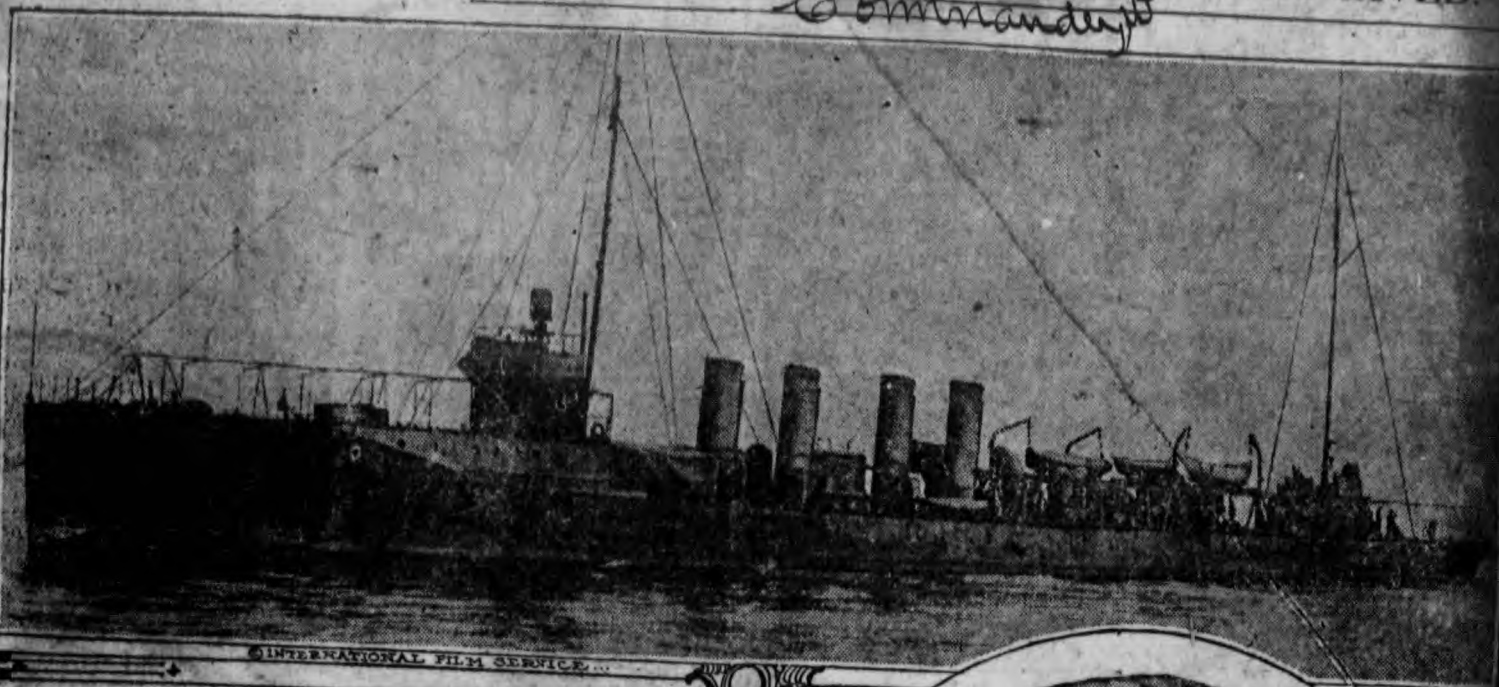
The writer of this article happened to be a witness of the attack by the German submarine from the decks of the "Agamemnon," and saw the periscope cutting the water at the time the torpedo was fired. Although the Mount Vernon fired on the submarine and many depth charges were set off by the destroyers, the "sub" is believed to have escaped.

The "Agamemnon" outdid her former records in steaming away at full speed from the scene of the disaster. Three of the destroyers continued on their way with her, while the other three threw a smoke screen around the "Mount Vernon" and escorted her back to port. The Mount Vernon was conveying a large number of wounded soldiers. High deeds of heroism are recorded to the credit of her crew at this time.

The "Agamemnon" and the "Mount Vernon" were veritably twin ships, and they were so closely alike that the difference between them could be detected by only a few.

TORPEDOED DESTROYER AND ITS

81
HO WAS SAVED.



The U.S. DESTROYER, JACOB JONES

ONLY PARTIAL LIST OF JONES SURVIVORS

WASHINGTON, Dec. 8.—The names of these survivors of the Jacob Jones have so far been reported here:

Lieut. Commander David Worth Bagley.
Lieut. Norman Scott.
Chief Boatswain's Mate Clarence McBride.
Coxswain Ben Minnery.
Chief Electrician Lawrence G. Kelly.
Fireman Joseph Korzeniecky.
Lieut. John K. Richards.
Ensign Nelson N. Gates.
Assistant Surgeon L. L. Adamkiewicz.
Charles E. Pierce, fireman.
Timothy Edward Twomey, seaman.
John C. Johnson, seaman.
Henry A. Stutzke, Chief Machinist's Mate.
Edward F. Grady, fireman, second class.
John J. Mulvaney, seaman.
Myron Flood, seaman.

NEW JERSEY YOUTH AMONG THE MISSING

Mrs. Peter Aagard, of No. 427 Franklin street, Elizabeth, N. J., received an enthusiastic letter two weeks ago from her son, Harold William Aagard, expressing keen satisfaction with the navy and its work, and the wish that he might soon be "in the thick of it." That was the last news from her absent fighter until the reports came that he was numbered among those missing from the torpedoed destroyer Jacob Jones.

Heartbroken over her loss, Mrs. Aagard nevertheless is proud of the eager keenness with which her son met the test and out of which he earned high place in the honor roll of America's earliest dead.

Harold William Aagard enlisted in the navy two years ago, when trouble with Mexico threatened. His father died last year, leaving three daughters and the mother in the New Jersey home. They received frequent letters from the boy, twenty years old, letters filled with the pride of his service and of eagerness to carry out the nation's hazardous work upon the submarine infested seas.

JONES, NEW CRAFT, MADE THIRTY KNOTS

Destroyer Named for Commander in War of 1812—Orama Rescue Praised.

The Jacob Jones was one of the finest destroyers in the American Navy, an oil-burning flyer with turbine engines. She was launched in May, 1915, at the yard of the New York Shipbuilding Company, Camden, N. J., and was placed in commission in February, 1916. She belonged to the "M" class and displaced 1,090 tons. Her length was 310 feet. When under full speed she could do thirty knots.

The official statement of the Orama rescue by the crew of the Jones said:

"The Jones did excellent work in October upon the occasion of the torpedoing of the steamship Orama. At 4 P. M. on Oct. 13, the Orama, a former P. and O. vessel converted into

an auxiliary cruiser, was torpedoed by an enemy submarine. The Orama at the time was part of a convoy of merchant vessels under escort of American destroyers of which the Jacob Jones was one. The submarine's periscope was seen after the explosion. She was immediately attacked and put out of action. The Jacob Jones and another destroyer were detailed to remain by the Orama to save life. It was dark when the Orama began to settle and the crew abandoned her. The Jacob Jones picked up in the dark 305 of the 478 persons on board. All on board the Orama were saved by the two vessels."

Early this year it was reported that an attempt had been made to scuttle the Jacob Jones in the Philadelphia Navy Yard by opening her sea cocks. The destroyer developed a heavy list while being towed from an anchorage to a dock. Officials in Washington denied the report. Rear Admiral Benson, Chief of Operations, explained that the bilge pumps failed to work properly, letting some water into the engine room.

The Jones was named after Commodore Jacob Jones, who commanded the Wasp in the battle with the Frolic in the War of 1812, and was christened by Mrs. J. Parker Crittenden of Flushing, L. I., granddaughter of Commodore Jones.



Lieut. Commander DAVID WORTH BAGLEY.

YOUNG COMMANDER ENGAGED TO WED

SAN FRANCISCO, Saturday.—Lieutenant Commander David Worth Bagley, who was in charge of the American destroyer Jacob Jones, and reported to be missing after the war ship had been torpedoed, was engaged to marry Miss Marie Louise Harrington, of Colusa, Cal., it became known to-day.

Miss Harrington and Commander Bagley were to marry last summer, but he was ordered to sea just prior to the date set for the ceremony.

Like her fiancé, Miss Harrington is a relative of Secretary Josephus Daniels, who is a brother-in-law of Commander Bagley.

BOUND BROOK MAN ABOARD DESTROYER

Henry Joseph Maletz, twenty-three years old, son of Mr. and Mrs. William Maletz, No. 303 West Main street, Bound Brook, N. J., who was on board the Jacob Jones, a gunner's mate, and enlisted in the navy about four years ago. He has a brother, Joseph Maletz, in a hospital at Anniston, Ala. A sister, Miss Maletz, lives in Newtown, Pa.

CONNECTICUT BOY ON BOARD 17 YEARS OLD

[SPECIAL DESPATCH TO THE HERALD.]

GREENWICH, Conn., Saturday.—Myron J. Flood, one of the young seamen aboard the Jacob Jones, has lived with his parents, Mr. and Mrs. Eugene Flood, in orchard place, for many years. He was seventeen years old and enlisted in the Naval Reserve force last April, following the declaration of war against Germany. Mr. Flood attended high school here, but left during his junior years to accept work as a clerk in the Yale & Towne lock works at Stamford. His parents have received letters from him in which he stated his ship was in the war zone.

SCRANTON MAN HAD BEEN IN NAVY 3 YEARS

[SPECIAL DESPATCH TO THE HERALD.]

SCRANTON, Pa., Saturday.—William Penn Hughes, of No. 1,011 Washburn street, this city, listed as a member of the crew of the destroyer Jacob Jones, was about twenty-four years old. A wife and sister live here. He enlisted in the navy three years ago.

MAN WIDELY KNOWN ON WEST SIDES IC VICTIM

Residents of the lower west side who knew Charles Charlesworth, listed among the drowned in the sinking of the destroyer Jacob Jones, and formerly of No. 401 West Twenty-ninth street, called him the most popular man in the neighborhood. Mr. Charlesworth was about thirty-six years old. He had been in the navy almost seventeen years.

Born in England, Mr. Charlesworth came to this country when he was only a few months old with his father. He was reared in Wisconsin. He ran away from home when he was twelve years old and came to New York. He worked for a west side grocer as errand boy and clerk.

Mr. Charlesworth attained the rank of boatswain's mate of the first class, and was in line for further promotion.

He was married, and leaves a wife and three children. A son was born to Mrs. Charlesworth five weeks ago. Mrs. Charlesworth recently moved to the Bronx.

Complete Roster of the Jacob Jones

Washington, Dec. 8.—The complete roster of the Jacob Jones was made public by the Navy Department this afternoon. The list did not show which members are missing. It follows:

OFFICERS.

BAGLEY, LIEUTENANT-COMMANDER DAVID WORTH; mother, Mrs. A. W. Bagley, the Du Pont, Washington.
RICHARDS, LIEUTENANT J. K.; wife, Dorothy G. Richards, No. 1340 Lamont street, Washington.
SCOTT, LIEUTENANT NORMAN; father, Robert F. Scott, No. 118 North Main street, St. Louis.
GATES, N. H., ensign; aunt, Gertrude F. Gates, No. 1213 Center avenue, Bay City, Mich.
ADAMKIEWITZ, L. L., assistant surgeon; mother, Victoria Adamkiewicz, Milwaukee, Wis.

CREW.

AAGARD, HAROLD WILLIAM, seaman, second class, father, Peter Aagard, No. 427 Franklin street, Elizabeth, N. J.
ANDERSEN, HENRY P., gunner's mate, third class; father Jens P. Andersen, Belding, Mich.
BIELATOWICZ, JOHN WILLIAM, seaman, second class; uncle, Anthony Juchta, No. 1113 South Kenwood avenue, Baltimore.
BRAMMALL, JOHN THOMAS, water tender; wife, Jessie Brammall, No. 80 Washington street, Newport, R. I.
BURGER, PHILIP JACOB, seaman, second class; mother, Elizabeth Burger, No. 29 Eleventh street, Lansingburg, Troy, N. Y.
BUTLER, JOHN EDWARD, fireman, second class; wife, Norah Butler, No. 53 Walnut street, Charlestown, Mass.
BRANNIGAN, JAMES, fireman, third class; mother, Mary Hecker, No. 245 Islette avenue, Johnstown, Pa.
BRYAN, GEORGE FRED, seaman, second class; father, John P. Bryan, Quincy, Mass.
CARTER, DAVID RAY, fireman, first class; father, David Carter, Forsythe, Ga.
CHASE, HOWARD N. S., quartermaster; father, George C. Chase, 65 Center street, Nantucket, Mass.
CHAPPIE, FRANK W., seaman, second class; father, Reinhold Chappie, No. 8 Walnut street, Charlestown, Mass.
COONEY, JOHN J., chief water tender; sister, Katie Fostrom, No. 357 Second street, Brooklyn, N. Y.
CHILTON, CHARLES, gunner's mate, second class; father, Robert Chilton, No. 57 Linden street, Rockland, Mass.
CHARLESWORTH, CHARLES, boatswain's mate, first class; wife, Annie C. Charlesworth, No. 401 West Twenty-ninth street, New York City.
COSTIGAN, MAURICE J., seaman; mother, Jane Costigan, No. 159 Grave street, East Boston, Mass.
COISSAIRT, JOSEPH A., chief yeoman; uncle, Albert Coissairt, Bloomfield, Mo.
CRANFORD, CLIFTON, electrician radio operator; mother, Fannie Cranford, Hatfield, Ark.
CROSS, JAMES F. M., gunner's mate, first class; wife, Mary Cross, No. 1225 North Bond street Baltimore, Md.
DE FOREST, CLIFFORD VERNON, chief electrician; wife, Beulah, No. 525 West Fifty-seventh place, Chicago.
DE MELLO, ALBERT; father, Antonio, No. 121 Hathaway street, New Bedford, Mass.
DISMUKE, EDWARD T., gunner's mate; no next of kin known.
DELCELBISS, LILLIOUS F., gunner's mate; father, George Delcelbiss, Martin, W. Va.
DOANOVAN, WILLIAM A., boilermaker; wife, Anna L. Doanovan, No. 19 Narragansett avenue, West Newport, R. I.
DOLEZAL, GEORGE, water tender; father, Joseph Dolezal, No. 5109 Fleet avenue, Cleveland, O.
DOWNING, JEREMIAH, machinist's mate; brother, Patrick Downing,

One Hundred and Nineteenth Company, C. A. C. U. S. A.
EBISCH, CARL G., quartermaster; mother, Augusta, No. 1204 West Twenty-first street, Erie, Pa.
ECHON, RESTITUTO, mess attendant; father, Regeno, Samar, P. I.
EMILINSFEN, THOMAS, gunner's mate; no next of kin known.
EULITZ, JR., GUSTAVE, seaman; father, Gustave Eulitz, Sr., No. 317 Delmar street, Philadelphia, Pa.
EVERROAD, ALBERT LEWIS, seaman; father, Willard, North Vernon, Ind.
FRENCH, CHARLES, fireman; mother, Norah Vernon, No. 240 East Fourteenth street, New York City.
FLANAGAN, THOMAS HENRY, seaman; aunt, Katherine Flanagan, No. 69 Telegraph street, South Boston, Mass.
FISHER, R. J., seaman; father, F. W. Fisher, R. F. D. 3, Connorsville, Ind.
FAVIEAN, HENRY P., oiler; mother, Anna Faviean, No. 1213 Everett street, Camden, N. J.
FENTON, EDWARD W., seaman; mother, Marie Steven, No. 209 Harrison avenue, Newcastle, Pa.
FLAHERTY, JOHN J., machinist's mate; mother, Margaret Flaherty, No. 23 Bath street, Bath, Me.
FLOOD, MYRON N., seaman; father, Eugene Flood, No. 61 Orchard place, Greenwich, Conn.
FRANCIS, JAMES A., electrician; wife, Clara Francis, Osgood, Ind.
GIBSON, HARRY L., boatswain's mate; wife, Susan G. Gibson, No. 5911 Market street, Philadelphia.
GIBSON, L. J., seaman; mother, Alvina Gibson, No. 1141 Stuart street, Green Bay, Wis.
GREGORY, SILAS, coppersmith; wife, Alma Gregory, No. 185 1/2 Eighth avenue, Nashville, Tenn.
GRADY, EDWARD F., fireman; mother, Katherine Grady, No. 6 Essex avenue, Swampscott, Mass.
GRINNELL, CLIFTON S., seaman; father, George B. Grinnell, 192 Fountain street, Pawtucket, R. I.
HAMP, BOYD M., electrician; mother, Minnie Belden, Cashmere, Wash.
HIGHEST, LELAND M., seaman; mother, Catherine Highest, Spencer, Ind.
HILL, LUTHER, fireman; wife, May Hill, No. 1644 South Camac street, Philadelphia.
HUGHES, W. P., carpenter's mate; wife, Mrs. W. P. Hughes, 1011 Washburn street, Scranton, Pa.
HANSEN, LAWRENCE, seaman; father, Albert Hansen, No. 3452 Lawndale avenue, Chicago.
JASKOLSKI, F. J., fireman; father, Vincent Jaskolski, No. 1931 Fleet street, Baltimore, Md.
JOHNSON, DOCK, chief cook; wife, Lorena, No. 855 North Watt street, Philadelphia.
JOHNSON, J. C., seaman; mother, Louisa, No. 2900 Twenty-eighth avenue, South Minneapolis, Minn.
JUDGE, PATRICK H., fireman; father, Stephen Judge, Mitchell, S. D.
KEARNEY, W. H., fireman; mother, Sarah, No. 61 Church street, Bristol, R. I.
KELLY, LAWRENCE G., electrician; no next of kin known.
KORZENIEZKY, JOSEPH, fireman; mother, Anna Korzeniezky, Suive, Russia.
LASKON, W. F., fireman; father, William Laskon, No. 1426 Atlantic avenue, Camden, N. J.
LEEDY, ARCHIE, machinist's mate; father, Daniel, No. 23 Holiday street, Newark, O.
LENTZ, HERBERT P., fireman; wife, Lizzie Lentz, No. 426 North Fulton street, Allentown, Pa.
MAGENHEIMER, FREDERICK, fireman; brother, Robert Magenheimer, No. 1785 Summerfield street, Brooklyn, N. Y.
MALETZ, H. J., father, Wallace Maletz, No. 305 West Main street, Bound Brook, N. J.
MARCHAND, DONA, seaman; father,

Eugene Marchand, No. 237 County street, Fall River, Mass.
MARSHALL, FRED A., seaman; wife, Lillian Marshall, No. 249 River street, Nattam, Mass.
MEIER, EDW., water tender; father, John Meier, No. 205 North Monroe street, Bay City, Mich.
MURPHY, JOSEPH E., fireman; mother, Mary Murphy, No. 4 Wall street, Charlestown, Mass.
MURPHY, SIMON T., fireman; father, Joseph Murphy, No. 422 Forest avenue, Rockport, Ill.
MICHALEC, JOHN, seaman; sister, Mary Osldto, No. 18 Meadow street, Adams, Mass.
MENDES, JOSE A., fireman; father, Antonio S. Mendes, No. 139 Laurel Hill avenue, Providence, R. I.
MERKEL, GEORGE C., machinist's mate; mother, Catherine Merkel, No. 253 East Phillena street, Philadelphia.
MULVANEY, JOHN J., seaman; father, John Mulvaney, No. 1518 St. Lawrence street, Van Nest, N. Y.
MURPHY, JOHN F., ship's cook; mother, Julia Murphy, No. 53 Orr avenue, Newport, R. I.
MONTIEL, ALFONZO, mess attendant; mother, Hermogena Maestro, Romblon, Cadiz, P. I.
MORRISSETTE, ship's cook; mother, Carrie Morrisette, No. 803 East Twenty-ninth avenue, Council Bluffs, Iowa.
M'BRIDE, CLARENCE E., chief boatswain's mate; wife, Florence M'Brice, No. 303 Graves street, Syracuse, N. Y.
M'KEOWN, B. J., fireman; brother, Francis T. McKeown, No. 2650 North Palethorpe street, Philadelphia.
M'GINTY, JOHN W., water tender; brother, Robert McGinty, No. 25 Camden avenue, Providence, R. I.
M'MANUS, JAMES F., fireman; mother, Elizabeth McManus, No. 49 Pearl street, Charlestown, Mass.
NEE, M. J., chief machinist's mate; wife, Katie M. Nee, No. 83 Hawthorne avenue, Norfolk, Va.
NUNNERY, BEN; seaman; father,

Fred A. Nunnery, Edgemore, Chester County, S. C.
PETERSEN, ARTHUR J., quartermaster; brother, Carl Petersen, No. 1033 East Seventy-third street, Chicago.
PENNINGTON, ERNEST H., hospital attendant; wife, Grace Pennington, No. 1725 North Fifty-second street, West Philadelphia, Pa.
PHILLIPS, ADOLPH; fireman; mother, Eunice Phillips, Landes avenue, Vineland, N. J.
PIERCE, CHARLES E., fireman; mother, Jennie Pierce, Las Plumas, Cal.
PLANT, H. W., electrician; mother, Agnes Plant, No. 29 Front street, Burlington, Vt.
POTE, GEORGE W., oiler; sister, Mabel Pote, No. 2021 Frankford avenue, Philadelphia, Pa.
ROGERS, RALPH H., seaman; wife, Elizabeth, No. 112 Charlesbank road, Newton, Mass.
ROGERS, COIT S., storekeeper; mother, Lillian Rogers, Free street, South Hingham, Mass.
SANFORD, CHARLES, seaman; mother, Barbara Sanford, No. 236 Lexington avenue, Lancaster, Ky.
SIMMONS, CHARLES R., machinist's mate; father, J. W. Simmons, Memphis, Tenn.
SNIDER, MILTON L., gunner's mate; mother, Dora Kennedy, No. 404 East Fair street, Atlanta, Ga.
STEINER, SIMON, chief quartermaster; wife, Gertrude Steiner, No. 6 Cottage street, Newport, R. I.
SIMPSON, WALLACE, steward; father, Thomas Simpson, No. 2439 Walton street, Denver, Colo.
SMITH, EMMETT R., machinist's mate; mother, Clementine Smith, No. 2360 Lawrence avenue, Toledo, Ohio.
SOHN, W. H., chief machinist's mate; wife, Clara Sohn, No. 4 Willow street, Salem, Mass.
STARK, RICHARD J., gunner's mate; wife, Myra L. Stark, No. 88 Leonard avenue, East Providence, R. I.
STREEB, CONRAD, gunner's mate; wife, Clara A. Streeb, No. 9 Hammond street, East Lynn, Mass.
STUTZKE, HARRY A., chief machin-

ist's mate; mother, Wilhelmina Stutz, No. 2324 South Eighth street, Philadelphia.

SWEENEY, JAMES T., oiler; brother, Thomas J. Sweeney, No. 124 West Thirty-sixth street, New York City.
TUFTS, JOHN T., blacksmith; father, William Tufts, No. 2060 Susquehanna avenue, Philadelphia.
TWOMEY, TIMOTHY E., seaman; mother, Nathalie Twomey, East Saugus, Mass.
WILLIAMS, B. B., seaman; father, E. H. Williams, No. 2565 McCulloh street, Baltimore, Md.
WOOD, TERRELL R., electrician; wife, Albina Wood, No. 64 West One Hundred and Forty-fourth street, New York City.

Bagley Engaged to Relative of Daniels

San Francisco, Dec. 8.—Lieutenant-Commander David Worth Bagley, who was in charge of the American destroyer Jacob Jones, was engaged to marry Miss Marie Louise Harrington, of Colusa, Cal., it became known today.

Miss Harrington and Commander Bagley were to marry last Summer, but he was ordered to sea just prior to the date set for the ceremony. Like her fiancé, Miss Harrington is a relative of Secretary of the Navy Josephus Daniels, who is a brother-in-law of Commander Bagley.

JAMES M'MANUS IN SERVICE EIGHT YEARS

[SPECIAL DESPATCH TO THE HERALD.]

BOSTON, Mass., Saturday.—James McManus, of Pearl street, Boston, who has several brothers on Boston newspapers, was one of the crew of the Jacob Jones. He has been in the naval service about eight years. He was transferred to the Jacob Jones at the Charlestown Navy Yard last April.

Frederick A. Marshall is a son of John I. Marshall, of No. 2143 Washington street, Roxbury. He enlisted in the navy in Boston in February, 1912, and served in Mexican waters during the trouble there.

U. S. DESTROYER TORPEDOED HALIFAX DEATH LIST

THE JACOB JONES SUNK IN NIGHT ATTACK BY U-BOAT OFF EUROPE; COMMANDER BAGLEY RESCUED

Other Vessels Pick Up Survivors from Life Rafts—Slight Hope Felt That Sixty-Four Missing Men Can Survive Exposure in Icy Waters—First Serious Disaster to Navy Since America Entered War.

BROTHER OF MRS. JOSEPHUS DANIELS
WAS IN COMMAND OF LOST VESSEL

Another Brother Was First Naval Officer to Die in Action in Spanish-American War—Only Barest Details of Tragedy Received.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

The destroyer Jacob Jones, one of the fleetest and most modern of the American vessels engaged in patrolling European waters, was torpedoed and sunk on Thursday night by a German submarine.

Of the crew of 107 officers and men only forty-three, who were afloat on life rafts, were picked up.

Vice Admiral William S. Sims gave the names of twelve of these in despatches received at the Navy Department to-day. He makes no mention of the fate of the missing sixty-four officers and men, but it is assumed at the Navy Department that all have been lost.

There is a possibility, however, that some of the survivors afloat on the life rafts might have been picked up by passing vessels. But this is not regarded as probable. In the icy waters of the North Atlantic men could not long survive wet by the sea and exposed to the biting winds. Vice Admiral Sims merely mentions the rescue of the forty-three officers and men. He makes no comment concerning the possibility that others may yet be accounted for.

Among those accounted for is Lieutenant Commander David Worth Bagley, who was in command of the vessel. He is a brother of Mrs. Josephus Daniels, wife of the Secretary of the Navy. His eldest brother, Ensign Worth Bagley, was the first naval officer killed in the Spanish-American War. He lost his life on the torpedo boat Winslow, which was struck by a shell from a masked Spanish battery in the harbor of Cardenas, Cuba.

The Navy Department announced to-night that a boat containing six survivors of the Jacob Jones, including Lieutenant Commander Bagley and Lieutenant Norman Scott, had been picked up off the Scilly Islands. These six are in addition to the thirty-seven already reported saved, making so far forty-three survivors so far accounted for.

Admiral Sims' report said that Commander Bagley and the five other men saved with him got away in a motorboat and were picked up and landed uninjured at the Scilly Islands.

First Serious Disaster of War to Navy.

Of the six officers aboard the Jacob Jones five are accounted for in the short list of survivors sent to the Navy Department by Vice Admiral Sims. The officers listed as saved are:—

Lieutenant Commander D. W. Bagley, whose mother, Mrs. A. W. Bagley, resides at the Du Pont, Washington, D. C.

Lieutenant Norman Scott, whose father's address is No. 118 North Main street, St. Louis.

Lieutenant John K. Richards, whose wife, Mrs. Dorothy Richards, resides at No. 1,840 Lamont street, Washington, D. C.

Ensign Nelson N. Gates, whose next of kin is an aunt, Gertrude F. Gates, of Bay City, Mich.

Assistant Surgeon L. L. Adamiewicz, whose mother resides in Milwaukee. The names of the enlisted men saved follow:—

Charles E. Pierce, fireman.

Timothy Edward Twomey, seaman.

John C. Johnson, seaman.

Henry A. Stutzke, chief machinist's mate.

Edward F. Grady, fireman, second class.

John J. Mulvaney, seaman.

Myron Flood, seaman.

Clarence McBride, chief boatswain's mate; wife, Florence McBride, Syracuse, N. Y.

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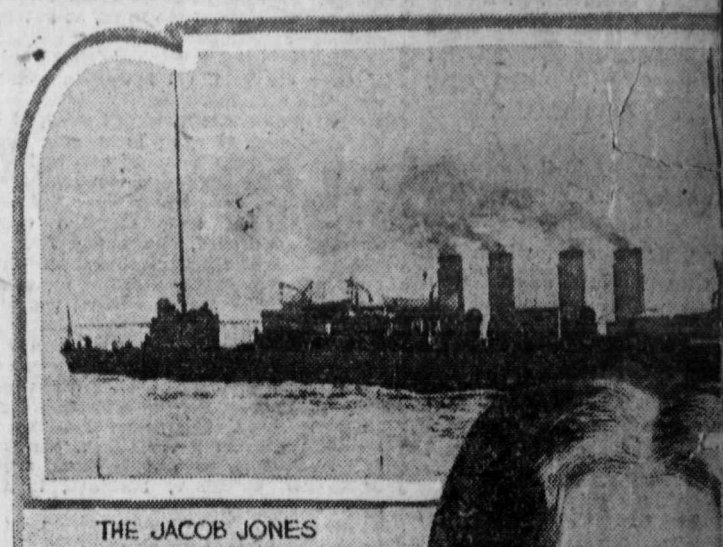
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Government officials expressed gratification yesterday when they learned that the list of Austrian enemy aliens is to be published by the HERALD. They said it would supplement the German list and make their index of persons to be watched.

COMMANDER BAGLEY RESCUED

Other Vessels Pick Up Survivors from Life Rafts—Slight Hope Felt That Sixty-Four Missing Men Can Survive Exposure in Icy Waters—First Serious Disaster to Navy Since America Entered War.

BROTHER OF MRS. JOSEPHUS DANIELS
WAS IN COMMAND OF LOST VESSEL

Another Brother Was First Naval Officer to Die in Action in Spanish-American War—Only Barest Details of Tragedy Received.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

The destroyer Jacob Jones, one of the fleetest and most modern of the American vessels engaged in patrolling European waters, was torpedoed and sunk on Thursday night by a German submarine.

Of the crew of 107 officers and men only forty-three, who were afloat on life rafts, were picked up.

Vice Admiral William S. Sims gave the names of twelve of these in despatches received at the Navy Department to-day. He makes no mention of the fate of the missing sixty-four officers and men, but it is assumed at the Navy Department that all have been lost.

There is a possibility, however, that some of the survivors afloat on the life rafts might have been picked up by passing vessels. But this is not regarded as probable. In the icy waters of the North Atlantic men could not long survive wet by the sea and exposed to the biting winds. Vice Admiral Sims merely mentions the rescue of the forty-three officers and men. He makes no comment concerning the possibility that others may yet be accounted for.

Among those accounted for is Lieutenant Commander David Worth Bagley, who was in command of the vessel. He is a brother of Mrs. Josephus Daniels, wife of the Secretary of the Navy. His eldest brother, Ensign Worth Bagley, was the first naval officer killed in the Spanish-American War. He lost his life on the torpedo boat Winslow, which was struck by a shell from a masked Spanish battery in the harbor of Cardenas, Cuba.

The Navy Department announced to-night that a boat containing six survivors of the Jacob Jones, including Lieutenant Commander Bagley and Lieutenant Norman Scott, had been picked up off the Scilly Islands. These six are in addition to the thirty-seven already reported saved, making so far forty-three survivors so far accounted for.

Admiral Sims' report said that Commander Bagley and the five other men saved with him got away in a motorboat and were picked up and landed uninjured at the Scilly Islands.

First Serious Disaster of War to Navy.

Of the six officers aboard the Jacob Jones five are accounted for in the short list of survivors sent to the Navy Department by Vice Admiral Sims. The officers listed as saved are:—

Lieutenant Commander D. W. Bagley, whose mother, Mrs. A. W. Bagley, resides at the Du Pont, Washington, D. C.

Lieutenant Norman Scott, whose father's address is No. 118 North Main street, St. Louis.

Lieutenant John K. Richards, whose wife, Mrs. Dorothy Richards, resides at No. 1,840 Lamont street, Washington, D. C.

Ensign Nelson N. Gates, whose next of kin is an aunt, Gertrude F. Gates, of Bay City, Mich.

Assistant Surgeon L. L. Adamiewicz, whose mother resides in Milwaukee. The names of the enlisted men saved follow:—

Charles E. Pierce, fireman.

Timothy Edward Twomey, seaman.

John C. Johnson, seaman.

Henry A. Stutzke, chief machinist's mate.

Edward F. Grady, fireman, second class.

John J. Mulvaney, seaman.

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Such Disasters Infrequent.

Chance attacks by submarines upon patrolling destroyers are always a source of danger, particularly in the early evening, when the undersea boats move stealthily under cover of the dusk with the periscopes scarcely visible. It is the belief of Navy Department officials that the Jones met her fate in this manner. Other disasters of the same kind might come, but with unceasing vigilance the chances

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Snow fell in St. Louis. Chicago thermometers registered five degrees below zero.

Lake Traffic Crippled.

A despatch from Detroit said lake traffic was badly crippled and rail transportation in some sections of Michigan was seriously impeded by the blizzard, which has been sweeping the State since last night. Sixteen vessels were to-night reported in shelter between Detroit and Port Huron. Wire communication has been almost normal and no serious property damage has been reported.

These conditions were avoided in New York city by a sudden rise in the tempera-



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The method of publication of the Austrian list will be an improvement on that pursued in the publication of the German list. Outrages were becoming numerous and the activities of secret German agents, masking under loyalty to America, so flagrant that a speedy exposure of the identity of every German alien was imperative. The names had been recorded in the census that publication at that time in an alphabetical order was impossible, if the purpose of exposure was to be gained.

Will Be Alphabetical.

Since then, however, the Austrian list has been in careful preparation and the Herald will publish that list in alphabetical order. No issue should be made as without all the issues there will be an incomplete list.

The Herald's publication of the list

(CONTINUED ON PAGE 5, COLUMN 1, PART 2)

THE JACOB JONES ONE OF NEWEST V

DESTROYER SUNK BY SUBMARINE AT NIGHT; 64 MISSING

(CONTINUED FROM PAGE ONE.)

dark 305 of the 478 persons on board. All on board the Orama were saved by the two vessels.

Largest of Her Class.

The Jacob Jones, the largest United States vessel of her class, was built at the New York Shipbuilding Company's plant in Camden, N. J. She was launched in May, 1915, but was not actually turned over to the government until February 10, 1916.

The Jacob Jones was 315 feet 3 inches over all, 30 feet 6½ inches beam, 17 feet 7½ inches in depth, and had a draft of 9 feet 8½ inches. Her trial displacement was 1,150 tons and her speed 20½ knots an hour. The destroyer burned oil and had a fuel capacity of 200 tons. She was able to develop 17,000-horse power.

Two attempts are alleged to have been made to destroy the Jacob Jones last February. The first was on February 1, while she was off the Delaware Capes, and the second was made a few days later, either at the Philadelphia Navy Yard or while she was coming up the Delaware River bound for the yard.

While off the Delaware Capes the vessel was reported to be sinking. Distress signals were answered by the steamship Philadelphia, and when she arrived the lifeboats had been lowered and the crew of the fighter had put on life belts and were preparing to abandon the craft. A machinist's mate was said to have been placed in irons, but this was not confirmed. An examination showed that one of the Jones' seacocks had been damaged. After temporary repairs the destroyer started to Philadelphia under her own steam, but upon her arrival here she began to settle. Another examination showed that several seacocks had been opened and that there were two feet of water in her hold.

PHILADELPHIA MEN ON BOARD THE VESSEL

(SPECIAL DESPATCH TO THE HERALD.)

PHILADELPHIA, Pa., Saturday.—There were ten Philadelphians and two Camden men on the Jacob Jones, as given in the report. Of these only one is known to have been saved. He is Harry Stutzke, chief machinist's mate, whose mother lives at No. 2,325 South Eighth street.

The mother of George Christian Merkel, No. 258 East Phil-Alleean street, Germantown, boatswain's mate, on the Jones, is travelling with her two daughters, who are on the stage. Mr. Merkel's uncle lives at the Phil-Alleean street address. Mr. Merkel enlisted three years ago. His last visit to Germantown was one year ago.

Mr. Harry L. Gibson, a native of Philadelphia, lived at No. 5911 Market street. Mrs. Gibson says her husband has been in the navy the last twelve years, and has been a member of the crew of the Jacob Jones since February, 1916. Mr. Gibson was with Admiral Fletcher in the blockade at Vera Cruz, four years ago, and was in the first contingency that landed at Vera Cruz to take possession of that city. Mr. Gibson was thirty years old.

Mr. Bernard J. McKeown lived with his sister, Mrs. Margaret Crawley, at No. 2642 North Hancock street. He is twenty-two years old. He enlisted in the navy three years ago. Later he was rated a first class fireman, and transferred to the Jacob Jones. Mrs. Crawley received a letter from her brother, in which he asked for cigarettes. She sent him fifteen packages.

Mr. Ernest H. Pennington, chief pharmacist's mate, has a wife living at No. 123 North Fifty-second street. His uncle, William T. Robinson, is a lieutenant in the United States navy.

Mr. Pennington entered the navy eight years ago and spent his first two years at Annapolis, where he studied pharmacy. He was twenty-eight years old.

Harry Albert Stutzke, chief machinist's mate, who is the only Philadelphian on the official list of survivors, is serving his second enlistment in the navy.

Mr. Luther Hill, twenty-two years old, of No. 1,644 S. Camac street, was a machinist's mate. He lived at the Camac street address with Mrs. Louise S. Sicilliana until the home of her brother-in-law, Peter Sicilliana, of No. 1,322 S. Seventh street. Mr. Hill is said to have married May Dougherty, a Boston girl, about a year and a half ago.

John Thomas Tufts, another Philadelphia man on board the Jacob Jones, is the twenty-four-year-old son of William Tufts, a policeman at the Trenton avenue and Daphin street station, whose home is at No. 2,660 E. Susquehanna avenue.

Mr. George Philip Favreau, No. 1,507 Lansdown avenue, Camden, given in the report as Henry P. Faviean, No. 1,213 Everett street, enlisted in the navy sixteen years ago. He was thirty-three years old and was an oiler on the Jacob Jones. He married Miss Mina Seybold, daughter of Mr. and Mrs. Emil Seybold, three years ago. Favrian's parents are now living in Putnam, Conn.

Mr. William F. Laskon, whose address is given in the reports as No. 1,426 Atlantic avenue, Camden, is unknown in that neighborhood.

Commander of the Vessel 34 Years Old

Lieutenant Commander Bagley's Rescue Recalls Death of Brother

84



MYRON NELSON FLOOD



JOHN JOSEPH COONEY



HENRY JOSEPH MALETZ

OFFICERS AND ENLISTED MEN OF THE TORPEDOED DESTROYER

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

Following is the list of the 105 officers and enlisted men aboard the torpedoed American destroyer Jacob Jones. The officers:—

BAGLEY, LIEUTENANT COMMANDER D. W.; mother, Mrs. A. Bagley, Washington, D. C.
RICHARDS, LIEUTENANT J. wife, Dorothy G. Richards, Washington, D. C.
SCOTT, LIEUTENANT NORMAN; Robert F. Scott, father, No. 118 No. Main street, St. Louis, Mo.
GATES, ENSIGN N. N.; Gates, aunt, No. 1,213 Centre avenue, Bay City, Mich.
ADAMKIEWICZ, ASSISTANT SURGEON L. L.; Victoria Adamkiewicz, mother, Milwaukee, Wis.
HOOD, GUNNER HARRY R.; next of kin, Belle Hood, mother, Asheville, N. C.

THE LIST OF ENLISTED MEN.

AAGAARD, HAROLD W., seaman; father, Peter Aagaard, No. 427 Frank-ly street, Elizabeth, N. J.
ANDERSEN, HENRY P., gunner's mate; father, Jens P. Andersen, R. F. D. No. 16, Belding, Mich.
BIELATOWICZ, JOHN W., seaman; uncle, Anthony Kuchta, No. 1,115 South Kenwood avenue, Baltimore.
BRAMMALL, JOHN T., water tender; wife, Jessie Brammhall, No. 80 Washington street, Newport, R. I.
BURGER, PHILIP JACOB, seaman; mother, Elizabeth Burger, No. 29 Eleventh street, Lansingburgh, N. Y.
BUTLER, JOHN EDWARD, fireman; wife, Nora Butler, No. 58 Walnut street, Charlestown, Mass.
BRANNIGAN, JAMES, fireman; mother, Mary Hecker, No. 245 Iolite avenue, Johnstown, Pa.
BRYAN, GEORGE FREDERICK, seaman; father, John T. Bryan, Quincy, Mass.
CARTER, DAVID ROY, fireman; father, David A. Carter, Forsythe, Ga.
CHASE, HOWARD U., quartermaster; father, George C. Chase, No. 63 Centre street, Nantucket, Mass.
CHAPPIE, FRANK WILLIAM, seaman; father, Reinhold Chappie, No. 8 Walnut street, Charlestown, Mass.
COONEY, JOHN J., chief water tender; sister, Katie Forstrom, No. 357 Second street, Brooklyn, N. Y.
CHILTON, CHARLES, gunner's mate; father, Robert Chilton, No. 57 Linden street, Rockland, Mass.
CHARLESWORTH, CHARLES, boatswain's mate; wife, Anne C. Charlesworth, No. 401 West Twenty-ninth street, New York city.
COSTIGAN, MAURICE JOSEPH, seaman; mother, Jane Costigan, No. 159 Garve street, East Boston, Mass.
COSSAIRT, JOSEPH ARTHUR, chief yeoman; uncle, Albert Cossairt, Bloomfield, Mo.
CRANFORD, CLIFTON, electrician; mother, Fannie E. Cranford, Hatfield, Ark.
CROSS, JAMES FRANK M., gunner's mate; wife, Mary B. Cross, No. 1,225 North Bond street, Baltimore, Md.
DEFORREST, CLIFFORD VERNON, chief electrician; wife, Beulah Deforest, No. 525 West Fifty-seventh place, Chicago.
DE MELLOW, ALBERT, seaman; father, Antonio V. De Mellow, No. 121 Hathaway street, New Bedford, Mass.
DISMUKE, EDWIN TOM, gunner's mate; next of kin and residence not given.
DEVELBISS, LILLICUS FORD, gunner's mate; father, George Develbiss, Martin, W. Va.
DONOVAN, WILLIAM AUGUSTUS, boilermaker; wife, Anna L. Donovan, No. 19 Narragansett avenue West, Newport, R. I.
DOLEZAL, GEORGE, water tender; father, Joseph Dolezal, No. 5,109 Fleet avenue, Cleveland, Ohio.
DOWNING, JEREMIAH, machinist's mate; brother, Patrick J. Downing, 119th company, Coast Artillery Corps, U. S. A. (as of August 8, 1916).
EBISCH, CARL GEORGE, quartermaster; mother, Augusta Ebisch, No. 1,024 West Twenty-first street, Erie, Pa.
GIBSON, HARRY LOUIS, boatswain's mate; wife, Susan G. Gibson, No. 5911 Market street, Philadelphia.
GILSON, LESTER JOSEPH, seaman; mother, Alvina Gilson, No. 1,141 Stuart street, Green Bay, Wis.
GREGORY, SCHUYLER, copper-smith; wife, Alma Gregory, No. 185½ Eighth avenue North, Nashville, Tenn.

GRADY, EDWARD FRANCIS, fireman; mother, Katherine M. Grady, No. 6 Essex avenue, Swampscott, Mass.
GRATON, RUSTITO, mess attendant; father, Regeno Echon, Samar, P. I.
KJULFSEN, THOMAS, gunner's mate; next of kin and residence not given.
KULPITZ, GUSTAVE, JR., seaman; father, Gustave Kulpitz, No. 317 Delaware street, Philadelphia.
EVERROAD, ALBERT LEWIS, seaman; father, Willard Everroad, North Vernon, Ind.
FRENCH, CHARLES, fireman; mother, Nora French, No. 240 East Fourteenth street, New York.
FLANAGAN, THOMAS HENRY, apprentice seaman; aunt, Katherine Flanagan, No. 69 Telegraph street, South Boston, Mass.
FISHER, REGINALD JOHN, seaman; father, Fred W. Fisher, R. R. No. 3, Connersville, Ind.
JUDGE, PATRICK HENRY, fireman; father, Stephen Judge, Mitchell, S. D.
KEARNEY, WILLIAM HIRST, fireman; mother, Sarah Kearney, No. 61 Church street, Bristol, R. I.
KELLY, Lawrence Gorham, electrician; next of kin not given.
KORZENIECKY, JOSEPH, fireman; mother, Anna Korzeniecky, Suive, Russia.
LASKON, WILLIAM FRANK, fireman; father, William Laskon, No. 1,426 Atlantic avenue, Camden, N. J.
LENTZ, HERBERT PAUL, fireman; Lizzie A. Lentz, No. 426 Fulton street, Allentown, Pa.
MAGERHEIMER, FREDERICK, fireman; brother, Robert P. Magerheimer, No. 1,785 Summerfield street, Brooklyn, N. Y.
MALETZ, HENRY JOSEPH, seaman; father, Wallace Maletz, No. 303 West Main street, Bound Brook, N. J.
MARCHAND, DONAT, seaman; father, Eugene Marchand, No. 237 Country street, Fall River, Mass.
MARSHALL, FREDERICK ALOYSIUS, seaman; wife, Lillian Marshall, No. 240 River street, Mattapan, Mass.
MEIER, EDWARD, water tender; father, John P. Meier, No. 205 Monroe street, Bay City, Mich.
MURPHY, JOHN PATRICK, fireman; mother, Mary Murphy, No. 4 Wall street, Charlestown, Mass.
MURPHY, SIMON THOMAS, fireman; brother, Joseph Murphy, No. 422 Forest avenue, Rockford, Ill.
MULVANEY, JOHN JOSEPH, seaman; father, John Mulvaney, No. 1,518 Lawrence street, Van Nest, N. Y.
MURPHY, JOHN FRANCIS, ship's cook; mother, Julia Murphy, No. 53 Hall avenue, Newport, R. I.
MONTIEL, ALPHONSO, mess attendant; mother, Hermogena Maestro, Romblon, Capiz, P. I.
MORRISSETTE, WALTER, ship's cook; mother, Carrie Morrisette, No. 808 East Twenty-ninth avenue, Council Bluffs, Iowa.
MURBRIDE, CLARENCE EARL, chief boatswain's mate; wife, Florence Murbide, No. 303 Graves street, Syracuse, N. Y.
MCKEOWN, BERNARD JOSEPH, fireman; brother, Patrick McKeown, No. 2,650 Palethorpe street, Philadelphia.
MCGINTY, JOHN WILLIAM, water tender; brother, Robert McGinty, No. 25 Camden avenue, Providence, R. I.
NEE, MARTIN JOSEPH, chief machinist's mate; wife, Katie M. Nee, No. 83 Hawthorne avenue, South Norfolk, Va.
NUNNERY, BEN, seaman; father, Fred A. Nunnery, Edgemoor, S. C.
M'MANUS, JAMES FRANCIS, fireman; mother, Elizabeth McManus, No. 40 Pearl street, Charlestown, Mass.
PETERSON, ARTHUR JOSEPH, quartermaster; brother, Carl Peterson, No. 1,033 East Seventy-third street, Chicago.
PENNINGTON, ERNEST H., attendant, first class; wife, Grace F. Pennington, No. 1,723 North Fifty-second street, West Philadelphia.
PHILLIPS, ADOLPH, fireman; step-mother, Eunice Phillips, No. 638 Landis avenue, Vineland, N. J.
PIERCE, CHARLES ELLSWORTH, fireman; mother, Jennie Pierce, Lag Animas, Col.
PLANT, HOWARD WILLIAM, electrician; mother, Agnes Plant, No. 20 Front street, Burlington, Vt.

POTE, GEORGE WASHINGTON, oiler; sister, Mabel Pote, No. 2,021 Frankford avenue, Philadelphia.
ROGERS, RALPH HANSON, seaman; wife, Mrs. Elizabeth Rogers, No. 112 Charlesbank road, Newton, Mass.
ROGERS, COIT SEYMOUR, storekeeper; mother, Lillian Rogers, Free street, South Hingham, Mass.
SANFORD, CHARLIE HEIDEL, seaman; mother, Barbara Ella Sanford, No. 224 Lexington avenue, Lancaster, W. Va.
SIMMONS, CHARLES ROBERT, machinist's mate; father, J. W. Simmons, Memphis, Tenn.
SNIDER, MILTON LAMAR, gunner's mate; mother, Dora Kennedy, No. 404 East Fair street, Atlanta, Ga.
STEINER, SIMON, chief quartermaster; wife, Gertrude Steiner, No. 6 Cottage street, Newport, R. I.
SIMPSON, WALLACE, cabin steward; father, Thomas Simpson, No. 2,439 Welton street, Denver, Col.
SMITH, EMMETT ROSCOE, machinist's mate; mother, Clementine V. Smith, No. 2,590 Lawrence avenue, Toledo, Ohio.
SOHN, WILLIAM H., chief machinist's mate; wife, Clara Sohn, No. 4 Willow street, Salem, Mass.
STARK, RICHARD JOSEPH, gunner's mate; wife, Myra L. Stark, No. 83 Leonard avenue, East Providence, R. I.
STREER, CONRAD, gunner's mate; wife, Clara Agnes Streer, No. 9 Hammond street, East Lynn, Mass.
STRUTZKE, HARRY ALBERT, chief machinist's mate; mother, Wilhelmina Stutzke, No. 2,325 South Eighth street, Philadelphia.
SWEENEY, JAMES TERRANCE, officer; brother, Thomas J. Sweeney, No. 124 West Thirty-sixth street, New York.
TUFTS, JOHN THOMAS, blacksmith; father, William Tufts, No. 2060 East Susquehanna avenue, Philadelphia.
TWOMEY, TIMOTHY EDWARD, seaman; mother, Nathalie Twomey, Houston avenue, East Saugus, Mass.
WILLIAMS, RALPH BURGESS, seaman; father, Edgar H. Williams, No. 2,565 McCulloh street, Baltimore, Md.
WOOD, TERRELL READ, electrician; wife, Aibina Wood, No. 64 West 144th street, New York.
FAVREAU, HENRY PHILIPPE, oiler; mother, Anna Favreau, No. 1,213 Everett street, Camden, N. J.
FELTON, EDWARD WALLACE, seaman; mother, Marie Stevens, No. 209 Patterson avenue, Neweastle, Pa.
FLAHERTY, JOHN JAMES, machinist's mate; mother, Margaret Flaherty, No. 23 Bath street, Bath, Me.
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FRANCIS, JAMES ALVA, electrician; wife, Clara Francis, Osgood, Ind.
GRINNELL, CLIFTON STEPHEN, seaman; father, George B. Grinnell, No. 192 Fountain street, Pawtucket, R. I.
HAMP, BOYD MARTELL, electrician; mother, Minnie Belden, Cashmere, Wash.
HIGHT, LELAND McKEAND, seaman; mother, Catherine Hight, Spencer, Ind.
HILL, LUTHER, fireman; wife, Mae Hill, No. 1,644 South Camac street, Philadelphia, Pa.
HUGHES, WILLIAM PENN, carpenter's mate; wife, Mrs. William P. Hughes, No. 1,911 Washburn street, Scranton, Pa.
HANSEN, LAWRENCE, apprentice seaman; father, Albert Hansen, No. 3,452 Lawndale avenue, Chicago, Ill.
JASKOLSKI, FRANCIS JOHN, fireman; father, Vincent Jaskolski, No. 1,931 Fleet street, Baltimore, Md.
JOHNSON, DOCK, chief cook; wife, Loreana Johnson, No. 855 North Watt street, Philadelphia, Pa.
JOHNSON, JOHN CLIFFORD, seaman; mother, Louise Johnson, No. 2,900 Twenty-eighth avenue, South Minneapolis, Minn.
LEEDY, ARCHIE, machinist's mate; father, Daniel K. Leedy, No. 23 Holiday street, Newark, Ohio.
MICHALEC, JOHN, seaman; sister, Mary Onizto, No. 15 Meadow street, Adams, Mass.
MENDES, JOSE ANTHONY, fireman; father, Antonio Sousa Mendes, No. 136 Laurel Hill avenue, Providence, R. I.
MERKEL, GEORGE CHRISTIAN, machinist's mate; mother, Katherine Merkel, No. 258 East Philhellena street Philadelphia, Pa.

THE JACOB JONES ONE OF NEWEST

DESTROYER SUNK BY SUBMARINE AT NIGHT; 64 MISSING

(CONTINUED FROM PAGE ONE.)

dark 305 of the 478 persons on board. All on board the Orama were saved by the two vessels.

Largest of Her Class.

The Jacob Jones, the largest United States vessel of her class, was built at the New York Shipbuilding Company's plant in Camden, N. J. She was launched in May, 1915, but was not actually turned over to the government until February 10, 1916.

The Jacob Jones was 315 feet 3 inches over all, 30 feet 6½ inches beam, 17 feet 7½ inches in depth, and had a draft of 9 feet 8½ inches. Her trial displacement was 1,150 tons and her speed 29½ knots an hour. The destroyer burned oil and had a fuel capacity of 200 tons. She was able to develop 17,000-horse power.

Two attempts are alleged to have been made to destroy the Jacob Jones last February. The first was on February 1, while she was off the Delaware Capes, and the second was made a few days later, either at the Philadelphia Navy Yard or while she was coming up the Delaware River bound for the yard.

While off the Delaware Capes the vessel was reported to be sinking. Distress signals were answered by the steamship Philadelphia, and when she arrived the lifeboats had been lowered and the crew of the fighter had put on life belts and were preparing to abandon the craft. Water was pouring rapidly into the hold. A machinist's mate was said to have been placed in irons, but this was not confirmed. An examination showed that one of the Jones' seacocks had been damaged.

After temporary repairs the destroyer started to Philadelphia under her own steam, but upon her arrival here she began to settle. Another examination showed that several seacocks had been opened and that there were two feet of water in her hold.

PHILADELPHIA MEN ON BOARD THE VESSEL

[SPECIAL DESPATCH TO THE HERALD.]

PHILADELPHIA, Pa., Saturday.—There were ten Philadelphians and two Camden men on the Jacob Jones, as given in the report. Of these only one is known to have been saved. He is Harry Stutzke, chief machinist's mate, whose mother lives at No. 2,325 South Eighth street.

The mother of George Christian Merkel, No. 258 East Phil-Allean street, Germantown, boatswain's mate, on the Jones, is travelling with her two daughters, who are on the stage. Mr. Merkel's uncle lives at the Phil-Allean street address. Mr. Merkel enlisted three years ago. His last visit to Germantown was one year ago.

Mr. Harry L. Gibson, a native of Philadelphia, lived at No. 5911 Market street. Mrs. Gibson says her husband has been in the navy the last twelve years, and has been a member of the crew of the Jacob Jones since February, 1916. Mr. Gibson was with Admiral Fletcher in the blockade at Vera Cruz, four years ago, and was in the first contingency that landed at Vera Cruz to take possession of that city. Mr. Gibson was thirty years old.

Mr. Bernard J. McKeown lived with his sister, Mrs. Margaret Crawley, at No. 2642 North Hancock street. He is twenty-two years old. He enlisted in the navy three years ago. Later he was rated a first class fireman, and transferred to the Jacob Jones. Mrs. Crawley received a letter from her brother, in which he asked for cigarettes. She sent him fifteen packages.

Mr. Ernest H. Pennington, chief pharmacist's mate, has a wife living at No. 1723 North Fifty-second street. His uncle, William T. Robinson, is a lieutenant in the United States navy.

Mr. Pennington entered the navy eight years ago and spent his first two years at Annapolis, where he studied pharmacy. He was twenty-eight years old.

Harry Albert Stutzke, chief machinist's mate, who is the only Philadelphian on the official list of survivors, is serving his second enlistment in the navy.

Mr. Luther Hill, twenty-two years old, of No. 1,644 S. Camac street, was a machinist's mate. He lived at the Camac street address with Mrs. Louise S. Sicilliana, until the home of her brother-in-law, Peter Sicilliana, of No. 1,322 S. Seventh street. Mr. Hill is said to have married May Dougherty, a Boston girl, about a year and a half ago.

John Thomas Tufts, another Philadelphia man on board the Jacob Jones, is the twenty-four-year-old son of William Tufts, a policeman at the Trenton avenue and Daphin street station, whose home is at No. 2,660 E. Susquehanna avenue.

Mr. George Philip Favrean, No. 1,507 Lansdown avenue, Camden, given in the report as Henry P. Favrean, No. 1,213 Everett street, enlisted in the navy sixteen years ago. He was thirty-three years old and was an oiler on the Jacob Jones. He married Miss Mina Seybold, daughter of Mr. and Mrs. Emil Seybold, three years ago. Favrean's parents are now living in Putnam, Conn.

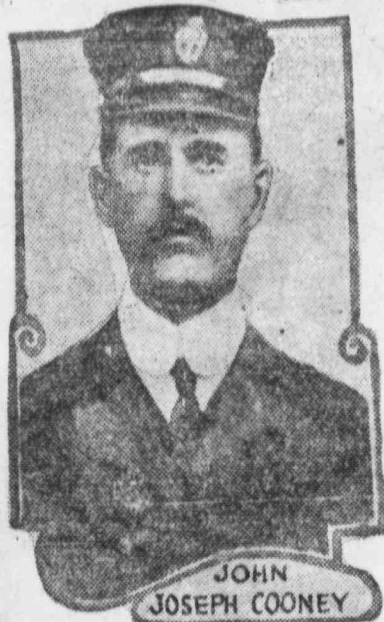
Mr. William F. Laskon, whose address is given in the reports as No. 1,426 Atlantic avenue, Camden, is unknown in that neighborhood.

Commander of the Vessel 34 Years Old

Lieutenant Commander Bagley's Rescue Recalls Death of Brother



MYRON NELSON FLOOD



JOHN JOSEPH COONEY



HENRY JOSEPH MALETZ

OFFICERS AND ENLISTED MEN OF THE TORPEDOED DESTROYER

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

Following is the list of the 105 officers and enlisted men aboard the torpedoed American destroyer Jacob Jones. The officers:—

BAGLEY, LIEUTENANT COMMANDER, mother, Mrs. A. Bagley, Washington, D. C.
RICHARDS, LIEUTENANT J. wife, Dorothy G. Richards, Washington, D. C.
SCOTT, LIEUTENANT NORMAN, Robert F. Scott, father, No. 118 No. Main street, St. Louis, Mo.

GATES, ENSIGN N. N.; Gates, father, aunt, No. 1,213 Centre avenue, Bay City, Mich.
ADAMKIEWICZ, ASSISTANT SURGEON L. L.; Victoria Adamkiewicz, mother, Milwaukee, Wis.

HOOD, GUNNER HARRY R.; next of kin, Belle Hood, mother, Asheville, N. C.

THE LIST OF ENLISTED MEN.
AAGAARD, HAROLD W., seaman; father, Peter Aagaard, No. 427 Frank-Ha street, Elizabeth, N. J.

ANDERSEN, HENRY P., gunner's mate; father, Jens P. Andersen, R. F. D. No. 16, Belding, Mich.

BIELATOWICZ, JOHN W., seaman; uncle, Anthony Kuchta, No. 1,118 South Kenwood avenue, Baltimore.

BRAMMALL, JOHN T., water tender; wife, Jessie Brammall, No. 80 Washington street, Newport, R. I.

BURGER, PHILIP JACOB, seaman; mother, Elizabeth Burger, No. 29 Eleventh street, Lansingburgh, N. Y.

BUTLER, JOHN EDWARD, fireman; wife, Nora Butler, No. 58 Walnut street, Charlestown, Mass.

BRANNIGAN, JAMES, fireman; mother, Mary Hecker, No. 245 Iolite avenue, Johnstown, Pa.

BRYAN, GEORGE FREDERICK, seaman; father, John T. Bryan, Quincy, Mass.

CARTER, DAVID ROY, fireman; father, David A. Carter, Forsythe, Ga.

CHASE, HOWARD U., quartermaster; father, George C. Chase, No. 65 Centre street, Nantucket, Mass.

CHAPPIE, FRANK WILLIAM, seaman; father, Reinhold Chappie, No. 8 Walnut street, Charlestown, Mass.

COONEY, JOHN J., chief water tender; sister, Katie Forstrom, No. 357 Second street, Brooklyn, N. Y.

CHILTON, CHARLES, gunner's mate; father, Robert Chilton, No. 57 Linden street, Rockland, Mass.

CHARLESWORTH, CHARLES, boatswain's mate; wife, Anne C. Charlesworth, No. 461 West Twenty-ninth street, New York city.

COSTIGAN, MAURICE JOSEPH, seaman; mother, Jane Costigan, No. 159 Garve street, East Boston, Mass.

COSSAIRT, JOSEPH ARTHUR, chief yeoman; uncle, Albert Cossairt, Bloomfield, Mo.

CRANFORD, CLIFTON, electrician; mother, Fannie E. Cranford, Hatfield, Ark.

CROSS, JAMES FRANK M., gunner's mate; wife, Mary B. Cross, No. 1,225 North Bond street, Baltimore, Md.

DEFORREST, CLIFFORD VERNON, chief electrician; wife, Beniah Deforrest, No. 525 West Fifty-seventh place, Chicago.

DE MELLOW, ALBERT, seaman; father, Antonio V. De Mellow, No. 121 Hathaway street, New Bedford, Mass.

DISMUKE, EDWIN TOM, gunner's mate; next of kin and residence not given.

DEVELBISS, LILLICUS FORD, gunner's mate; father, George Develbiss, Martin, W. Va.

DONOVAN, WILLIAM AUGUSTUS, boilermaker; wife, Anna L. Donovan, No. 19 Narragansett avenue West, Newport, R. I.

GRADY, EDWARD FRANCIS, fireman; mother, Katherine M. Grady, No. 6 Essex avenue, Swampscott, Mass.

GRADY, EDWARD FRANCIS, fireman; mother, Katherine M. Grady, No. 6 Essex avenue, Swampscott, Mass.

EMILSEN, THOMAS, gunner's mate; next of kin and residence not given.

EMILTZ, GUSTAVE, JR., seaman; father, Gustave Emilz, No. 317 Delaware street, Philadelphia.

EVERROAD, ALBERT LEWIS, seaman; father, Willard Everroad, North Vernon, Ind.

FRENCH, CHARLES, fireman; mother, Nora French, No. 240 East Fourteenth street, New York.

FLANAGAN, THOMAS HENRY, apprentice seaman; aunt, Katherine Flanagan, No. 69 Telegraph street, South Boston, Mass.

FISHER, REGINALD JOHN, seaman; father, Fred W. Fisher, R. R. No. 3, Connersville, Ind.

JUDGE, PATRICK HENRY, fireman; father, Stephen Judge, Mitchell, S. D.

KEARNEY, WILLIAM HIRST, fireman; mother, Sarah Kearney, No. 61 Church street, Bristol, R. I.

KELLY, Lawrence Gorham, electrician; next of kin not given.

KORZENIECKY, JOSEPH, fireman; mother, Anna Korzeniecky, Suive, Russia.

LASKON, WILLIAM FRANK, fireman; father, William Laskon, No. 1,426 Atlantic avenue, Camden, N. J.

LENTZ, HERBERT PAUL, fireman; Lizzie A. Lentz, No. 426 Fulton street, Allentown, Pa.

MAGERHEIMER, FREDERICK, fireman; brother, Robert P. Magerheimer, No. 1,785 Summerfield street, Brooklyn, N. Y.

MALETZ, HENRY JOSEPH, seaman; father, Wallace Maletz, No. 203 West Main street, Bound Brook, N. J.

MARCHAND, DONAT, seaman; father, Eugene Marchand, No. 237 Country street, Fall River, Mass.

MARSHALL, FREDERICK ALOYSIUS, seaman; wife, Lillian Marshall, No. 249 River street, Mattapan, Mass.

MEIER, EDWARD, water tender; father, John F. Meier, No. 205 Monroe street, Bay City, Mich.

MURPHY, JOHN PATRICK, fireman; mother, Mary Murphy, No. 4 Wall street, Charlestown, Mass.

MURPHY, SIMON THOMAS, fireman; brother, Joseph Murphy, No. 422 Forest avenue, Rockford, Ill.

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MONTIEL, ALPHONSO, mess attendant; mother, Hermogena Maestro, Rombion, Capiz, P. I.

MORRISSETTE, WALTER, ship's cook; mother, Carrie Morrisette, No. 808 East Twenty-ninth avenue, Council Bluffs, Iowa.

MURRIDE, CLARENCE EARL, chief boatswain's mate; wife, Florence Murrice, No. 303 Graves street, Syracuse, N. Y.

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POTE, GEORGE WASHINGTON, oiler; sister, Mabel Pote, No. 2,021 Frankford avenue, Philadelphia.

ROGERS, RALPH HANSON, seaman; wife, Mrs. Elizabeth Rogers, No. 112 Charlesbank road, Newton, Mass.

ROGERS, COIT SEYMOUR, storekeeper; mother, Lillian Rogers, Free street, South Hingham, Mass.

SANFORD, CHARLIE HEIDEL, seaman; mother, Barbara Ella Sanford, No. 594 Lexington avenue, Lancaster, Pa.

SIMMONS, CHARLES ROBERT, machinist's mate; father, J. W. Simmons, Memphis, Tenn.

SNIDER, MILTON LAMAR, gunner's mate; mother, Dora Kennedy, No. 404 East Fair street, Atlanta, Ga.

STEINER, SIMON, chief quartermaster; wife, Gertrude Steiner, No. 6 Cottage street, Newport, R. I.

SIMPSON, WALLACE, cabin steward; father, Thomas Simpson, No. 2,439 Welton street, Denver, Col.

SMITH, EMMETT ROSCOE, machinist's mate; mother, Clementine V. Smith, No. 2,590 Lawrence avenue, Toledo, Ohio.

SOHN, WILLIAM H., chief machinist's mate; wife, Clara Sohn, No. 4 Willow street, Salem, Mass.

STARK, RICHARD JOSEPH, gunner's mate; wife, Myra L. Stark, No. 83 Leonard avenue, East Providence, R. I.

STREER, CONRAD, gunner's mate; wife, Clara Agnes Streer, No. 9 Hammond street, East Lynn, Mass.

STUTZKE, HARRY ALBERT, chief machinist's mate; mother, Wilhelmina Stutzke, No. 2,325 South Eighth street, Philadelphia.

SWEENEY, JAMES TERRANCE, oiler; brother, Thomas J. Sweeney, No. 124 West Thirty-sixth street, New York.

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TWOMEY, TIMOTHY EDWARD, seaman; mother, Nathalie Twomey, Houston avenue, East Saugus, Mass.

WILLIAMS, RALPH BURGESS, seaman; father, Edgar H. Williams, No. 2,565 McCulloh street, Baltimore, Md.

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FELTON, EDWARD WALLACE, seaman; mother, Marie Stevens, No. 209 Patterson avenue, Newcastle, Pa.

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Commander of the Vessel 34 Years Old

Lieutenant Commander Bagley's Rescue Recalls Death of Brother in Spanish War.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

Lieutenant Commander David W. Bagley was born at Raleigh, N. C., January 1, 1883, and entered the Naval Academy as a naval cadet from North Carolina on September 7, 1900. He was detached from the Naval Academy, February 1, 1904, served on the Missouri from February 7, 1904, to December 12, 1906, and was on that vessel at the time an explosion occurred in a turret in which a number of persons were killed. He reported for duty on the Concord on December 21, 1906. He was promoted to ensign February 2, 1906, and served on the Concord until January 20, 1907; on the West Virginia from January 21 to March 25, 1907, and on the Rhode Island from June 15, 1907, to April 14, 1909. He was promoted to a lieutenant February 2, 1909, in which

MYRON NELSON FLOOD

JOHN
JOSEPH COONEY

MALETZ

OFFICERS AND ENLISTED MEN OF THE TORPEDOED DESTROYER

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Saturday.

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BAGLEY, LIEUTENANT COMMANDER D. W.; mother, Mrs. A. Bagley, Washington, D. C.
RICHARDS, LIEUTENANT J. B.; wife, Dorothy G. Richards, Washington, D. C.
SCOTT, LIEUTENANT NORMAN; Robert F. Scott, father, No. 118 N. Main street, St. Louis, Mo.
GATES, ENSIGN N. N.; George T. Gates, aunt, No. 1,213 Centre avenue, Bay City, Mich.
ADAMKIEWICZ, ASSISTANT SURGEON L. L.; Victoria Adamkiewicz, mother, Milwaukee, Wis.
HOOD, GUNNER HARRY R.; next of kin, Belle Hood, mother, Asheville, N. C.
THE LIST OF ENLISTED MEN.
AAGAARD, HAROLD W., seaman; father, Peter Aagaard, No. 427 Frank-lla street, Elizabeth, N. J.
ANDERSEN, HENRY P., gunner's mate; father, Jens P. Andersen, R. F. D. No. 16, Belding, Mich.
BIELATOWICZ, JOHN W., seaman; uncle, Anthony Kuchta, No. 1,118 South Kenwood avenue, Baltimore.
BRAMMALL, JOHN T., water tender; wife, Jessie Brammhall, No. 80 Washington street, Newport, R. I.
BURGER, PHILIP JACOB, seaman; mother, Elizabeth Burger, No. 29 Eleventh street, Lansingburgh, N. Y.
BUTLER, JOHN EDWARD, fireman; wife, Nora Butler, No. 58 Walnut street, Charlestown, Mass.
BRANNIGAN, JAMES, fireman; mother, Mary Hecker, No. 245 Iolite avenue, Johnstown, Pa.
BRYAN, GEORGE FREDERICK, seaman; father, John T. Bryan, Quincy, Mass.
CARTER, DAVID ROY, fireman; father, David A. Carter, Forsythe, Ga.
CHASE, HOWARD U., quartermaster; father, George C. Chase, No. 65 Centre street, Nantucket, Mass.
CHAPPIE, FRANK WILLIAM, seaman; father, Reinhold Chappie, No. 8 Walnut street, Charlestown, Mass.
COONEY, JOHN J., chief water tender; sister, Katie Forstrom, No. 357 Second street, Brooklyn, N. Y.
CHILTON, CHARLES, gunner's mate; father, Robert Chilton, No. 57 Linden street, Rockland, Mass.
CHARLESWORTH, CHARLES, boatswain's mate; wife, Anne C. Charlesworth, No. 461 West Twenty-ninth street, New York city.
COSTIGAN, MAURICE JOSEPH, seaman; mother, Jane Costigan, No. 150 Garve street, East Boston, Mass.
COSSAIRT, JOSEPH ARTHUR, chief yeoman; uncle, Albert Cossairt, Bloomfield, Mo.
CRANFORD, CLIFTON, electrician; mother, Fannie E. Cranford, Hatfield, Ark.
CROSS, JAMES FRANK M., gunner's mate; wife, Mary B. Cross, No. 1,225 North Bond street, Baltimore, Md.
DEFORREST, CLIFFORD VERNON, chief electrician; wife, Beniah Deforest, No. 525 West Fifty-seventh place, Chicago.
DE MELLOW, ALBERT, seaman; father, Antonio V. De Mellow, No. 121 Hathaway street, New Bedford, Mass.
DISMUKE, EDWIN TOM, gunner's mate; next of kin and residence not given.
DEVELBISS, LILLICUS FORD, gunner's mate; father, George Develbiss, Martin, W. Va.
DONOVAN, WILLIAM AUGUSTUS, boilermaker; wife, Anna L. Donovan, No. 19 Narragansett avenue West, Newport, R. I.
DOLEZAL, GEORGE, water tender; father, Joseph Dolezal, No. 5,109 Fleet avenue, Cleveland, Ohio.
DOWNING, JEREMIAH, machinist's mate; brother, Patrick J. Downing, 119th company, Coast Artillery Corps, U. S. A. (as of August 8, 1916).
EBISCH, CARL GEORGE, quartermaster; mother, Augusta Ebisch, No. 1,024 West Twenty-first street, Erie, Pa.
GIBSON, HARRY LOUIS, boatswain's mate; wife, Susan G. Gibson, No. 5911 Market street, Philadelphia.
GILSON, LESTER JOSEPH, seaman; mother, Alvina Gilson, No. 1,141 Stuart street, Green Bay, Wis.
GREGORY, SCHUYLER, copper-smith; wife, Alma Gregory, No. 185½ Eighth avenue North, Nashville, Tenn.
GRADY, EDWARD FRANCIS, fireman; mother, Katherine M. Grady, No. 6 Essex avenue, Swampscott, Mass.
GRADY, RUSTITO, mess attendant; father, Regeno Echon, Samar, P. I.
EMULINSEN, THOMAS, gunner's mate; next of kin and residence not given.
EULITZ, GUSTAVE, JR., seaman; father, Gustave Eulitz, No. 317 Delaware street, Philadelphia.
EVERROAD, ALBERT LEWIS, seaman; father, Willard Everroad, North Vernon, Ind.
FRENCH, CHARLES, fireman; mother, Nora French, No. 240 East Fourteenth street, New York.
FLANAGAN, THOMAS HENRY, apprentice seaman; aunt, Katherine Flanagan, No. 69 Telegraph street, South Boston, Mass.
FISHER, REGINALD JOHN, seaman; father, Fred W. Fisher, R. R. No. 3, Connerville, Ind.
JUDGE, PATRICK HENRY, fireman; father, Stephen Judge, Mitchell, S. D.
KEARNEY, WILLIAM HIRST, fireman; mother, Sarah Kearney, No. 61 Church street, Bristol, R. I.
KELLY, Lawrence Gorham, electrician; next of kin not given.
KORZENIECKY, JOSEPH, fireman; mother, Anna Korzeniecky, Suive, Russia.
LASKON, WILLIAM FRANK, fireman; father, William Laskon, No. 1,426 Atlantic avenue, Camden, N. J.
LENTZ, HERBERT PAUL, fireman; Lizzie A. Lentz, No. 426 Fulton street, Allentown, Pa.
MALETZ, HENRY JOSEPH, seaman; father, Wallace Maletz, No. 303 West Main street, Bound Brook, N. J.
MARCHAND, DONAT, seaman; father, Eugene Marchand, No. 237 Country street, Fall River, Mass.
MARSHALL, FREDERICK ALOYSIUS, seaman; wife, Lillian Marshall, No. 249 River street, Mattapan, Mass.
MEIER, EDWARD, water tender; father, John P. Meier, No. 205 Monroe street, Bay City, Mich.
MURPHY, JOHN PATRICK, fireman; mother, Mary Murphy, No. 4 Wall street, Charlestown, Mass.
MURPHY, SIMON THOMAS, fireman; brother, Joseph Murphy, No. 422 Forest avenue, Rockford, Ill.
MULVANEY, JOHN JOSEPH, seaman; father, John Mulvaney, No. 1,518 Lawrence street, Van Nest, N. Y.
MURPHY, JOHN FRANCIS, ship's cook; mother, Julia Murphy, No. 53 Hall avenue, Newport, R. I.
MONTIEL, ALPHONSO, mess attendant; mother, Hermogena Maestro, Rombon, Capiz, P. I.
MORRISSETTE, WALTER, ship's cook; mother, Carrie Morrisette, No. 808 East Twenty-ninth avenue, Council Bluffs, Iowa.
MURPHY, CLARENCE EARL, chief boatswain's mate; wife, Florence McBride, No. 303 Graves street, Syracuse, N. Y.
MCKEOWN, BERNARD JOSEPH, fireman; brother, Patrick McKown, No. 2,650 Palethorpe street, Philadelphia.
M'GINTY, JOHN WILLIAM, water tender; brother, Robert McGinty, No. 25 Camden avenue, Providence, R. I.
NEE, MARTIN JOSEPH, chief machinist's mate; wife, Katie M. Nee, No. 83 Hawthorne avenue, South Norfolk, Va.
NUNNERY, BEN, seaman; father, Fred A. Nunnery, Edgemoor, S. C.
MC MANUS, JAMES FRANCIS, fireman; mother, Elizabeth McManus, No. 49 Pearl street, Charlestown, Mass.
PETERSON, ARTHUR JOSEPH, quartermaster; brother, Carl Peterson, No. 1,033 East Seventy-third street, Chicago.
PENNINGTON, ERNEST H., attendant, first class; wife, Grace F. Pennington, No. 1,723 North Fifty-second street, West Philadelphia.
PHILLIPS, ADOLPH, fireman; step-mother, Eunice Phillips, No. 638 Landis avenue, Vineland, N. J.
PIERCE, CHARLES ELLSWORTH, fireman; mother, Jennie Pierce, Las Animas, Col.
PLANT, HOWARD WILLIAM, electrician; mother, Agnes Plant, No. 20 Front street, Burlington, Vt.
POTE, GEORGE WASHINGTON, oiler; sister, Mabel Pote, No. 2,021 Frankford avenue, Philadelphia.
ROGERS, RALPH HANSON, seaman; wife, Mrs. Elizabeth Rogers, No. 112 Charlesbank road, Newton, Mass.
ROGERS, COIT SEYMOUR, storekeeper; mother, Lillian Rogers, Free street, South Hingham, Mass.
SANFORD, CHARLIE HEIDEL, seaman; mother, Barbara Ella Sanford, No. 234 Lexington avenue, Lancaster, Pa.
SIMMONS, CHARLES ROBERT, machinist's mate; father, J. W. Simmons, Memphis, Tenn.
SNIDER, MILTON LAMAR, gunner's mate; mother, Dora Kennedy, No. 404 East Fair street, Atlanta, Ga.
STEINER, SIMON, chief quartermaster; wife, Gertrude Steiner, No. 6 Cottage street, Newport, R. I.
SIMPSON, WALLACE, cabin steward; father, Thomas Simpson, No. 2,439 Welton street, Denver, Col.
SMITH, EMMETT ROSCOE, machinist's mate; mother, Clementine V. Smith, No. 2,550 Lawrence avenue, Toledo, Ohio.
SOHN, WILLIAM H., chief machinist's mate; wife, Clara Sohn, No. 4 Willow street, Salem, Mass.
STARK, RICHARD JOSEPH, gunner's mate; wife, Myra L. Stark, No. 83 Leonard avenue, East Providence, R. I.
STREER, CONRAD, gunner's mate; wife, Clara Agnes Streer, No. 9 Hammond street, East Lynn, Mass.
STRUTZKE, HARRY ALBERT, chief machinist's mate; mother, Wilhelmina Stutzke, No. 2,325 South Eighth street, Philadelphia.
SWENEY, JAMES TERRANCE, oiler; brother, Thomas J. Sweeney, No. 124 West Thirty-sixth street, New York.
TUFTS, JOHN THOMAS, blacksmith; father, William Tufts, No. 2060 East Susquehanna avenue, Philadelphia.
TWOMEY, TIMOTHY EDWARD, seaman; mother, Nathalie Twomey, Houston avenue, East Saugus, Mass.
WILLIAMS, RALPH BURGESS, seaman; father, Edgar H. Williams, No. 2,565 McCulloh street, Baltimore, Md.
WOOD, TERRELL READ, electrician; wife, Abina Wood, No. 64 West 144th street, New York.
FAVREAU, HENRY PHILIPPE, oiler; mother, Anna Favreau, No. 1,213 Everett street, Camden, N. J.
FELTON, EDWARD WALLACE, seaman; mother, Marie Stevens, No. 209 Patterson avenue, Newcastle, Pa.
FLAHERTY, JOHN JAMES, machinist's mate; mother, Margaret Flaherty, No. 23 Bath street, Bath, Me.
FLOOD, MYRON NELSON, seaman; father, Eugene Elmer Flood, No. 61 Orchard place, Greenwich, Conn.
FRANCIS, JAMES ALVA, electrician; wife, Clara Francis, Osgood, Ind.
GRINNELL, CLIFTON STEPHEN, seaman; father, George B. Grinnell, No. 192 Fountain street, Pawtucket, R. I.
HAMP, BOYD MARTELL, electrician; mother, Minnie Belden, Cashmere, Wash.
HIGGET, LELAND MCKEAND, seaman; mother, Catherine Higget, Spencer, Ind.
HILL, LUTHER, fireman; wife, Mae Hill, No. 1,644 South Camac street, Philadelphia, Pa.
HUGHES, WILLIAM PENN, carpenter's mate; wife, Mrs. William P. Hughes, No. 1,011 Washburn street, Scranton, Pa.
HANSEN, LAWRENCE, apprentice seaman; father, Albert Hansen, No. 3,452 Lawndale avenue, Chicago, Ill.
JASKOLSKI, FRANCIS JOHN, fireman; father, Vincent Jaskolski, No. 1,931 Fleet street, Baltimore, Md.
JOHNSON, DOCK, chief cook; wife, Loreana Johnson, No. 555 N. W. Watt street, Philadelphia, Pa.
JOHNSON, JOHN CLIFFORD, seaman; mother, Louise Johnson, No. 2,900 Twenty-eighth avenue, South Minneapolis, Minn.
LEEDY, ARCHIE, machinist's mate; father, Daniel K. Leedy, No. 23 Holiday street, Newark, Ohio.
MICHALEC, JOHN, seaman; sister, Mary Orlito, No. 18 Meadow street, Adams, Mass.
MENDES, JOSE ANTHONY, fireman; father, Antonio Souza Mendes, No. 138 Laurel Hill avenue, Providence, R. I.
MERKEL, GEORGE CHRISTIAN, machinist's mate; mother, Katherine Merkel, No. 258 East Philaleena street Philadelphia, Pa.

grade he served on duty at the General Electric Company, Schenectady, N. Y., from April 17, 1909, to March 30, 1910. He was an aid on the staff of the commander of the Second Division, United States Atlantic fleet from April 1, 1910, to April 10, 1911, and aid on the staff of commander in chief, United States Asiatic fleet, from May 16, 1911, to July 24, 1912. He was on duty at the Naval Academy, Annapolis, Md., from September 30, 1912, to September 27, 1915, and in command of the Drayton from October 1, 1915, to January 4, 1917. He was promoted to lieutenant commander, August 29, 1916, and was in command of the Jacob Jones from January 5, 1917. Lieutenant Commander Bagley, while in command of the Drayton, assisted in the rescue of the survivors of the vessels torpedoed by the German submarine U-53, near the Atlantic coast. Lieutenant John M. Richards, was born

at Ironton, Ohio, on April 20, 1891, and entered the Naval Academy as a midshipman from Ohio on July 7, 1907. He was appointed an ensign June 8, 1912, was promoted to Lieutenant (junior grade), June 8, 1915; and was temporarily appointed a Lieutenant on August 31, 1917, in accordance with the provisions of the Act of Congress approved May 22, 1917. Next of kin:—(wife), Mrs. Dorothy G. Richards, 1,840 Lamont street, Washington, D. C.

Ensign Worth Bagley, the brother of Lieutenant Commander Bagley, was the first American officer to lose his life in the Spanish-American war. A Spanish shell burst in the midst of a group of men on the torpedo boat Winslow, which Ensign Bagley commanded, during an action in the Cuban harbor of Cardenas, May 11, 1898, killing him and several of his men.

Worth Bagley was a native of Carolina and was appointed from Fourth district of that State to the Academy in 1891, being graduated, then the custom, six years later, commissioned ensign July 1, 1897, served on the Indiana and later was detailed to help construction of the Winslow afterward commanded in action.

CHIEF PETTY OFFICER IN THE NAVY

Chief Petty Officer John Bagley, chief water tender on board Jacob Jones, would have twenty years in the navy. He was forty-three years on shore leave made his

KILLED, 64 MISSING; LST NOW PUT AT 4,000



Mrs. JOSEPHUS DANIELS AND HER BROTHER ENSIGN WORTH BAGLEY, FIRST AMERICAN OFFICER KILLED IN SPANISH AMERICAN WAR

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While it is known that the principal
activities of German frightfulness origi-
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secret agents, revealed as such by the
HERALD's exposure, have fled to other
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From those new bases they are con-
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States in its efforts to send a great army
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Doubly Shameless, German View of Wilson Speech

Lokal Anzeiger Angry Because Eng-
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Utterance.

[BY CABLE TO THE ASSOCIATED PRESS.]
AMSTERDAM, Saturday.—The only
German newspaper that so far has
reached here with editorial comment on
President Wilson's message to Congress
is the Lokal Anzeiger, of Berlin. It
says:—

RELIEF TRAINS REACH HALIFAX AND TRAINED WORKERS START LABOR OF AIDING DESTITUTE

More Than Thousand Bodies Have Been Found, but Pathetic
Feature Is Great Difficulty in Identifying Victims—Great
Loss Among Children and Women—Blizzard Stops
and Aids Rescuers in Their Search.

FIVE THOUSAND PERSONS ARE INJURED;
MORE THAN 20,000 WITHOUT HOMES

Terrific Havoc Wrought by Harbor Blast Increases as Details
of Disaster Are Learned—Debris Covers
Ten Square Miles.

The first relief trains from the United States and the Canadian provinces
reached Halifax yesterday and newspaper correspondents were able to send
out the first stories and estimates by trained observers.

The horror increases instead of diminishes. Survivors have been too close
to the disaster to obtain a perspective. It is a holocaust. Penetration of the
northern part of Halifax and the Richmond district shows absolute ruin. Noth-
ing is left.

The dead are estimated at between fifteen hundred and four thousand. Only
one thing is certain. The dead only will be known by the number of missing.
Flames that followed the blast consumed those caught in the ruins.

Conservatively, it may be stated that the dead will number not less than
2,000, as stated in despatches to the HERALD yesterday, but the officials of
the relief committees at work say 4,000.

There are 5,000 injured persons under treatment.

There are more than twenty thousand destitute, for whom shelter and food
must be provided.

The property loss is at least \$25,000,000, and some estimates double that
figure.

The blizzard that menaced the survivors last night abated to-day after it
had conquered the flames, but it left two feet of snow upon the ruins, through
which the searchers must delve.

The great need now is for window glass and building material, blankets,
clothing and medicines and physicians. Every window in Halifax was blown
out and heating stoves cannot contend against the zero temperature that comes
through the glassless windows.

Relief trains are arriving from the United States and the Canadian prov-
inces, and the situation probably will become much better. But there is no
to be much suffering among the poor throughout the winter.

Death List May Reach 4,000, Say Relief Workers

[SPECIAL DESPATCH TO THE HERALD.]

HALIFAX, N. S., Saturday.—Arriving
here this afternoon on board the Massa-
chusetts relief special, American newspa-
per correspondents at once began a sur-
vey of the conditions. After several hours'
plodding through the ruined section and
after consultations with many officials,
they agreed that the calamity had not
been overstated, that probably two thou-
sand, and maybe four thousand, were
killed when the little French munitions
carrier, the Mont Blanc, was rammed in
the Narrows on Thursday morning by a
Belgian Relief steamship and exploded.

The 3,000 tons of high explosives carried
by the Mont Blanc, including fifty tons
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graph wires are burdened by thousands of
inquiries.

Richmond Section Levelled.

The Richmond section, covering two
square miles, was swept flat. Some 25,000
persons, mostly working men, lived in this
area. Hundreds of bodies have been
found. Perhaps thousands have not. The
great dock yard is in ruins, probably an
irreparable loss. The damage is so whole-
sale in character that it may best be illus-
trated by a few random examples.

The Rev. N. Lemoine is pastor of St.
Mark's Anglican Church, in the north end.
His house is gone, his church is gone.
There remains only the cellar of the Sun-
day school, and there the pastor now is
living. Half the members of his parish are
dead, and all but two of the choir. There
is not a single vestryman remaining to say
what steps must be taken. The Rev. J. J.
McCarthy, of the Roman Catholic

parish.
In the Protestant Orphanage the
matron, three servants and forty-six chil-
dren were killed. Two children survive.
All the buildings of the orphanage are
gone.

Hundreds of poignant tales are told, none
more striking than that of Jack Ronayne,
marine reporter of the Halifax Chronicle.
A little before nine o'clock he telephoned
his office that there was a vessel on fire
in the harbor, and he rushed to the spot
to get the story. He was killed by the
explosion. His body was taken to one of
the infirmaries and a little later a
reporter from his paper came there to get
a list of the injured. She was shown the
body of an unidentified victim and found
it to be her desk neighbor in the office.

Relief Work Soon Started.

Relief work was begun immediately. By
noon an organization had been formed by
leading citizens meeting at the City Hall.
All schools were turned into relief centres
and the Chebucto road school was made a
temporary morgue. Automobiles and other
vehicles were commandeered to convey the
wounded to the hospitals and the dead to
the morgues.

Three food depots were opened. The
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Sir Robert Borden Arrives.

LABOR OF AIDING DESTITUTE

More Than Thousand Bodies Have Been Found, but Pathetic Feature Is Great Difficulty in Identifying Victims—Great Loss Among Children and Women—Blizzard Stops and Aids Rescuers in Their Search.

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Three food depots were opened. The Academy of Music and all the churches were turned into shelters for the homeless, while private citizens opened their homes, each billeting as many survivors as he had room for. Hundreds of soldiers left their quarters and braved the bitter weather in tents on the commons, to make way for the destitute. The problem of reconstruction has already been taken up. The builders have got together and decided that all debris must be saved, owing to the shortage of materials. The building trades are working as a unit, taking up the various jobs in order of importance. The work of patrolling the streets at night has been undertaken by British and American soldiers.

From all parts of Canada are pouring messages of sympathy and offers of assistance. The assistance will be necessary. One of the first responses came from Shelburne, a little village near Halifax, whose council subscribed \$100 yesterday.

Difficult to Identify Victims.

One of the saddest features of the chaos that prevails and the chaos as to the number and identity of the victims. The local newspapers, owing to the disorganization of the plant, publish daily lists of those who for certainty can be identified. At Orangedale, Cape Breton, a distant in an airline, a few miles away, the shock was

(CONTINUED ON PAGE 2, PART 2)



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ew Roster of Enemy Aliens, Those e Dual Monarchy, Will Appear in o Be Continued Until Complete.

enemy aliens has interested the very highest officers of the government in Washington, and such high commendation has been given them and by the detective bureaus maintained by governmental branches that it is probable steps will be taken to publish similar lists in all centres of population throughout the country.

While it is known that the principal activities of German frightfulness originated and emanated from New York, it has been discovered that many German secret agents, revealed as such by the *HERALD*'s exposure, have fled to other cities.

From those new bases they are conducting their insidious campaigns of German propaganda, and there they are hatching new plots to hamper the United States in its efforts to send a great army to the European battlefields.

The *HERALD*'s lists are to be used as an authoritative index by the military authorities guarding the water front of New York. Persons stopped by the soldiers in the barred zone will be taken before the military police commander and there questioned concerning their identity. The *HERALD*'s lists will be used to establish their identities.

men of the German alien list will be found on Pages 8 and 9, Part 3.]

Doubly Shameless, German View of Wilson Speech

Lokal Anzeiger Angry Because England Applauds the President's Utterance.

[BY CABLE TO THE ASSOCIATED PRESS.]
AMSTERDAM, Saturday.—The only German newspaper that so far has reached here with editorial comment on President Wilson's message to Congress is the *Lokal Anzeiger*, of Berlin. It says:—

"In view of the latest publication of secret documents, his abuse of Germany and talk about unscrupulousness may be termed doubly shameless. The extraordinary enthusiasm with which these utterances of Wilson have been applauded in England is, however, all the more easily comprehensible."

7 Drowned in Gale on Lake Michigan

CHICAGO, Ill., Saturday.—The sand-sucking dredge the *Desmond*, with a crew of thirteen, sank in a storm on Lake Michigan to-day and seven persons were drowned. The disaster occurred off the mouth of the Calumet River.

All of the crew lived at Milwaukee, Wis. The dredge, owned by the Cream City Sand Company, of Milwaukee, was sand laden, bound from St. Joseph, Mich., to Racine, Wis. Leaving St. Joseph yesterday she was blown out of her course by a gale and attempted to make Calumet Harbor. The cargo shifted and the craft sank in five minutes. Rescues were made of six of the crew by the coast guard. They suffered severely.

SPORT MOLDAVIA SUNK; 56 AMERICANS LOST; NY SAVED BY CONVOY; OTHERS KILLED IN SLEEP; GERMANY RACING AGAINST WILSON, SAYS LLOYD GEORGE

TRANSPORT HIT AMIDSHIP

Missing Men Probably
Slain by Torpedo or
Cut Off by Water.

HAD NO CHANCE TO ESCAPE

All on Board Were Cool, and at
First It Was Thought the
Vessel Would Reach Port.

WAS IN ENGLISH CHANNEL

Destroyers Hovered About and
Gave Quick Aid When the
Steamship Settled.

LONDON, May 24.—The British armed merchant troopship *Moldavia*, with American troops on board, was torpedoed and sunk yesterday morning, and fifty-six of the soldiers are reported "unaccounted for" by the British Admiralty.

Announcement of the disaster was made by the Admiralty tonight in the following statement:

The armed mercantile cruiser *Moldavia* was torpedoed and sunk yesterday morning.

There were no casualties among the crew, but of the American troops on board fifty-six up to the present have not been accounted for. It is feared they were killed in one compartment by the explosion.

The *Moldavia* was torpedoed without warning. It was a moonlight night, and although a good lookout was kept, the attacking submarine was not sighted before the torpedo struck.

Most of the men aboard were in their hammocks when the explosion occurred.

One seaman said after the rescue:

"We were proceeding up the Channel, bound for an English port. We felt an explosion amidships. The ship had been struck just below the bridge, but we could see no submarine."

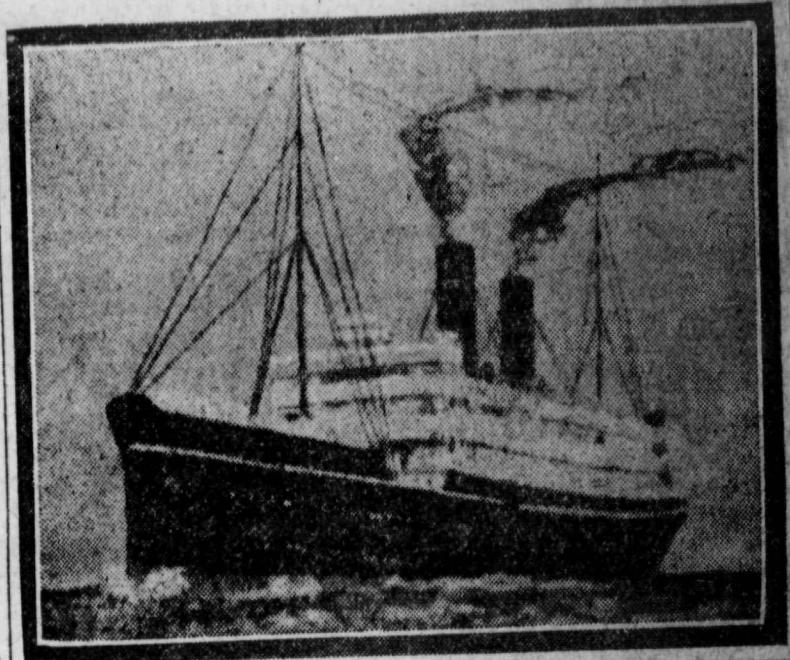
The *Moldavia* steamed ahead for some time after being struck, and at first it was hoped that her watertight compartments would enable her to reach port.

The sailors and soldiers alike showed no panic. They fell calmly into line and awaited orders.

When it was seen that the *Moldavia* was settling down, all on board were taken off by the escorting ships.

men who were saved lost all

The Torpedoed Liner *Moldavia*.



Rescued Troops Are Full of Spirit; Vow They'll Get Even With Germans

Courage Shown by Every One on the Moldavia—Submarine Was Seen Only a Second Before Torpedo Struck—British Destroyers Opened a Quick Fire on Her.

Copyright, 1918, by The New York Times Company.
Special Cable to THE NEW YORK TIMES.

AN ENGLISH PORT, May 24.—The Peninsular & Oriental liner *Moldavia* was torpedoed and sunk early yesterday morning, while carrying American troops. All the members of the crew and the marines are believed to have been saved, but about fifty American soldiers are missing, and it is feared that they lost their lives in the explosion.

The *Moldavia* was struck by the torpedo in the fore part of the ship, causing considerable damage. Her commander, Captain Smythe, and his officers handled the vessel with great skill. They made every effort to keep her afloat, but the extent of the damage defeated their efforts, and the *Moldavia* sank while still some distance from land.

The behavior of all aboard is said to have been admirable, the men lining up at their stations quite calmly when the muster sounded. Troops and crew were taken off by the British destroyers who had been convoying the *Moldavia*.

The work of transshipment was carried out with but one mishap, half a dozen men getting a wetting by slipping from a raft.

The torpedo had barely exploded before the destroyers were blazing away at the U-boat with every gun which could be brought to bear.

tor tells me that they have shaped well and stood the test finely.

"Of all the force, I believe, only three have had to go into a hospital, and they are in one of your military hospitals, where, my experience tells me, they will have everything done possible to make them comfortable and happy and to return them fit men again."

"We were asleep when the explosion happened, and it would not have surprised any of us if many of the men had been thrown into a panic," one of the officers told me, "but the discipline was good and I felt proud of the men. All the casualties happened at the moment of the explosion. So far as I know, no one was drowned. We could see the British destroyers circling around us. That gave us renewed confidence, of course. Most of us were unable to save much more than the clothes we stood up in, our money, and trinkets. If we had known that we should be so long afloat, we could have saved more."

"You ask me what the thought of their experience it was a novel and startling calling for courage as they met the call ship slowed down into it."

by their experience, they just bubbled over with denials.

"If you print anything about us," said one eagerly, "just tell the old folks at home that we are sure full of fight and will book this to old Fritz as a debt we will sure pay soon."

During the day General Biddle of the American headquarters staff in London visited the men.

"I have not yet learned much about what happened except that they were awakened in the middle of the night by an explosion," the General told me. "Their officers paraded them in soldierly fashion. There was no trouble, and they found the boats and rafts ready to take them off."

"Our men are in fine spirits," said General Biddle. "Depressed at the loss of the ship, but they are

crew told me. "With the exception of the men actually on duty, practically everybody on board was asleep at the time. The moon was up, but its light was obscured from time to time by heavy clouds passing over the sky. There was no warning of what was coming, just one big crash of an explosion, although afterward one of the lookouts stated that he saw the submarine a second before the torpedo struck. One torpedo was fired, and it struck the ship just forward of the bridge. The missing American soldiers were sleeping on the bottom deck, and it is thought that they were either killed by the explosion itself or drowned by the inrush of water which immediately followed."

"After the *Moldavia* was struck she steamed ahead, and it was hoped that her watertight compartments would keep her afloat, but when it

Washington Gets No Details.

WASHINGTON, May 24.—Official word of the sinking of the *Moldavia* was received in Washington about 10 o'clock tonight, and soon afterward this statement was issued by the War Department:

Information has been received from London that the British armed merchant cruiser *Moldavia* has been sunk and that fifty-six of the American soldiers aboard are missing.

The announcement was made by the British Admiralty.

Beyond this brief statement nothing was obtainable from official quarters, but promise was made to give out the facts, including the list of casualties, as soon as received.

Officials said that they did not know whether the transport was bound to or from France when torpedoed, but they had heard through various channels that the *Moldavia*

TRANSPORT MOLDAVIA SUNK; 56 AMERICANS LOST; MANY SAVED BY CONVOY; OTHERS KILLED IN SLEEP; GERMANY RACING AGAINST WILSON, SAYS LLOYD GEORGE

TRANSPORT HIT AMIDSHIP

Missing Men Probably
Slain by Torpedo or
Cut Off by Water.

HAD NO CHANCE TO ESCAPE

All on Board Were Cool, and at
First It Was Thought the
Vessel Would Reach Port.

WAS IN ENGLISH CHANNEL

Destroyers Hovered About and
Gave Quick Aid When the
Steamship Settled.

LONDON, May 24.—The British
armed merchant troopship Moldavia,
with American troops on board, was
torpedoed and sunk yesterday morn-
ing, and fifty-six of the soldiers are
reported "unaccounted for" by the
British Admiralty.

Announcement of the disaster was
made by the Admiralty tonight in
the following statement:

The armed mercantile cruiser
Moldavia was torpedoed and sunk
yesterday morning.

There were no casualties among
the crew, but of the American
troops on board fifty-six up to the
present have not been accounted
for. It is feared they were killed
in one compartment by the explo-
sion.

The Moldavia was torpedoed with-
out warning. It was a moonlight
night, and although a good lookout
was kept, the attacking submarine
was not sighted before the torpedo
struck.

Most of the men aboard were in
their hammocks when the explosion
occurred.

One seaman said after the rescue:
"We were proceeding up the Chan-
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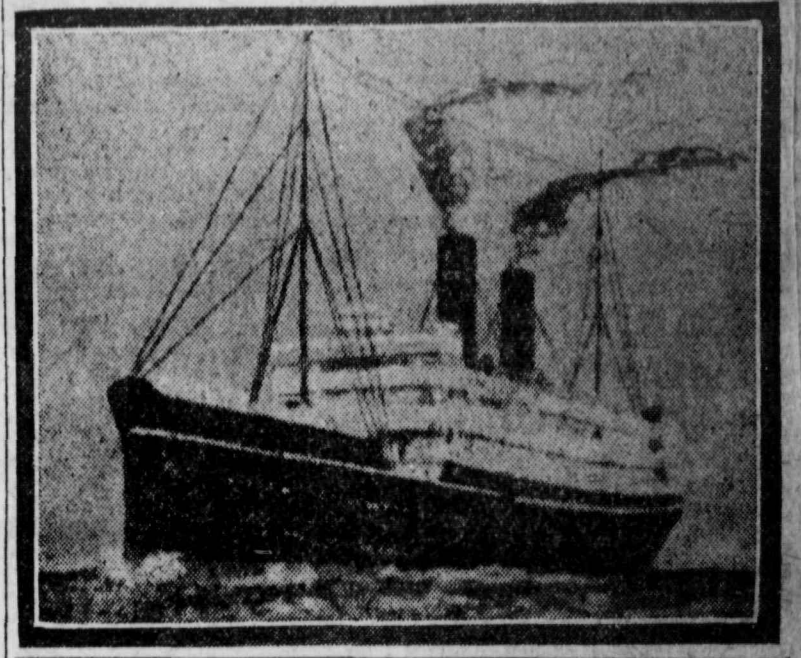
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know whether the transport was
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press channels that the Moldavia
was sunk in the English Channel.

According to another version the
vessel was journeying between Eng-
land and France.

The Torpedoed Liner Moldavia.



Rescued Troops Are Full of Spirit; Vow They'll Get Even With Germans

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was no trouble, and they found the
boats and rafts ready to take them
off."

"Our men are in fine spirits,"
said General Biddle. "Depressed at
their ill-luck? Not a bit. They
came out laughing and joking, and
the doctor tells me that they appear
to have stood anything of the shock
which came to them without bad ef-
fects. A few of them caught colds,
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"After the Moldavia was struck
she steamed ahead, and it was hoped
that her water-tight compartments
would keep her afloat, but when it
was seen that she could not be saved
the British destroyers which had
been convoying her picked up the
men, who had given her a last cheer
and were in lifeboats and on rafts.
We were landed later in the morning
at a small port, and the men were
then taken to the hospitals."

Ben Nunnery, coxswain; father, Fred A. Nunnery, Edgemoor, S. C.
Lawrence G. Kelly, chief electrician; next of kin not given.
Joseph Korzeniecky, fireman; mother, Anna Korzeniecky, Suive, Russia.
The officer not accounted for is:

Gunner Harry R. Hood, whose mother resides in Ashville, N. C.
The loss of the Jacob Jones is the first serious disaster which has befallen
the navy since the United States entered the war. In spite of the dangers of
the arduous patrol duty to which the destroyers have been assigned from the
beginning, they have suffered only slight damage up to the present time.

The destroyer Cassin was torpedoed, with the loss of one life. Some of
her compartments were damaged, but the vessel was towed into port.

The sinking of the Jacob Jones, with the probable loss of more than three
score other officers and men, made a deep impression at the Navy Department.
Among naval officials generally the shock of this first blow struck by the enemy
on the sea had a perceptible effect.

Destroyer Sent Down at Night.

There was, none the less, no faltering. Naval officers who know some-
thing of the rigors of warfare, have taken the attitude from the first that
sooner or later the toll of war would be exacted from the navy. In spite of
the success with which the American vessels have operated it has been known
that they are not entirely safe from submarine attack. The British have lost
destroyers, but the records of such occurrences, for the most part, are not dis-
closed by the Admiralty.

Vice Admiral Sims in his despatches are all with the destroyer in the experi-
ence of the American naval vessels en-
gaged in the hunting of submarines.

Though the destroyer was one of the
newest American war vessels, she already
had made a brilliant record.

At six o'clock on the evening of Oc-
tober 19, the Orama, a one-time P. and O.
vessel, converted into an auxiliary cruiser,
was torpedoed by an enemy submarine.
The Orama at the time was part of a
convoy of merchant vessels under escort
of American destroyers, of which the
Jacob Jones was one.

The submarine's periscope was seen
after the explosion. She was attacked
immediately and put out of action. The
Jacob Jones and another destroyer were
all with the destroyer in the experi-
ence of the American naval vessels en-
gaged in the hunting of submarines.

The tug was towing two barges to Phila-
delphia when she was awamped by moun-
tainous seas. Captain Kelly cut the hawser
and set the barges adrift and they piled up
on the beach, where the life guards worked
for two hours before they rescued Gustave
Asplund and Edward Johnson, George Carl-
son and John Nelson. Carlson said that
the boilers of the tug appeared to explode
as she went down. He praised the action
of Captain Kelly, saying that if he had not
cut the hawser he and his companions on
the barges would have lost their lives.

The fierceness of the storm off Atlantic
City may be imagined when it is con-
sidered that the Eugene F. Moran was
constructed to withstand almost any
storm. She was ninety-six feet long,
twenty-two feet beam and drew nine
feet and four inches.

Deep Snow in Middle West.

Storm warnings were displayed yester-
day from Eastport, Me., to Jacksonville,
Fla. Inland, the Ohio Valley felt the
brunt of the blizzard. Snow piled as
high as fifteen inches in some sections
of the Ohio Valley. West of the Missis-
sippi the cold was intense. In the Dako-
tas the temperature fell far below zero.
At Duluth and Sault Ste. Marie ice break-
ing tugs were put to work to keep nav-
igation open. In the Gulf of Mexico the
storm assumed the proportions of a hur-
ricane. New Orleans and Mobile report-
ing extensive property damage.

All snow records for December were set
aside by the fall in Cincinnati. Twenty-
seven years ago a trifle more than nine
inches fell in Cincinnati. At noon yester-
day there was nearly a foot and the flakes
still were falling. Railroad traffic was
delayed in all directions. Down the river,
at Louisville, Ky., the Weather Bureau
reported fifteen inches of snow. In Feb-
ruary, 1910, the fall measured nearly eleven
inches. The storm was general over the
northern part of Kentucky.

Snow fell in St. Louis. Chicago ther-
mometers registered five degrees below
zero.

Lake Traffic Crippled.

A despatch from Detroit said lake traf-
fic was badly crippled and rail transpor-
tation in some sections of Michigan was
seriously impeded by the blizzard, which
has been sweeping the State since last
night. Sixteen vessels were tonight re-
ported in shelter between Detroit and Port

families would be blasted
known that they were re-
State military census as subjects of
many or Austria.

None Can Be Omitted.

The name of no subject of Ger-
many or Austria will be omitted from the
but unfortunately the lists contain
names of some natives of those coun-
tries who are loyal Americans in spirit, I
accepted into the full bond of citizens.

Among them are the Alsations,
have been aiding the Allies in every
possible way, and in the Austrian list
names of those Italian residents of
Trentino who fled after the Austrian
occupation. They are Italian in blood,
spirit, but in the State census it
necessary to record them as native
Austrian territory.

The same is true of the many
peoples composing the Austro-
Hungarian Empire. While technically na-
tives of the dual monarchy,
and subjects of the dual monarchy,
are at heart opposed to the aims and
methods of the Teutonic Powers.

Government officials expressed grati-
tude yesterday when they learned
the list of Austrian enemy aliens is to
be published by the HERALD. They said
it would supplement the German list
make their index of persons to be water-
tight quite complete.

The method of publication of the
list will be an in-
that pursued in the public
man list. Outrages were
numerous and the activity
man agents, masking
America, so flagrant that
ure of the identity of eve-
was imperative. The na-
recorded in the census th-
that time in an alphab-
impossible, if the purpose
to be gained.

Will Be Alpha

Since then, however,

The men did not appear upon landing to be at all cast down by their experience. Rows of smiling faces looked out from the windows of the train which awaited them to bring them here, I am told, and as it moved off they gave round after round of cheers. Their appreciation of the splendid work of the Captain and officers of the Moldavia was manifested by the resounding cheers.

The HERALD's publication

(CONTINUED ON PAGE 3, COLUMN 1. (CONTINUED ON PAGE 5, COLUMN 1.

(CONTINUED ON PAGE 5, COLUMN 1,
PART 2)

HOW U. S. DESTROYERS SANK SUBMARINE AND RESCUED CREW IS TOLD IN REPORT.

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CREW ON DECK OF SINKING GERMAN SUBMARINE AFTER ATTACK BY U.S. DESTROYER

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COXSWAIN
FRANK GERARD CONNOR

Depth Bombs Damaged U Boat—Seamen Ministered to Survivors—Coxswain Connor Praised for Jumping Overboard to Save a German Sailor.

(Special to The World.)
WASHINGTON, Dec. 29.—Secretary of the Navy Daniels to-day authorized publication of a detailed account of the destruction of a German submarine and capture of its crew by American destroyers. The destroyer Fanning made the capture, assisted by the destroyer Nicholson.

A towline was thrown to the submarine, but after the Fanning got under way the U boat sank, leaving its crew in the water. Press reports Nov. 24 stated that some members of the crew of the U boat had opened its valves and caused it to sink. The official reports state that depth bombs were responsible for the sinking.

Ministered to Survivors.

After rescuing the Germans the American seamen gave them hot coffee and sandwiches and heavier clothes.

The Fanning was commanded by Lieut. A. S. Carpender of New Brunswick, N. J., Lieut. G. H. Fort of this city being the executive officer. Other officers of the Fanning are:

Lieut. Walter O. Henry, Murfreesboro, Tenn.; Lieut. (junior grade) Robert B. Carney, Philadelphia; Ensign John A. Vincent, Chicago.

The enlisted men of the Fanning especially commended are:

Coxswain D. D. Loomis, Sage, Mich.; Chief Pharmacist's Mate Elzer Harwell, Scotts Hill, Tenn.; Coxswain Francis G. Connor, National Naval Volunteers, No. 169 Delaware Avenue, Jersey City.

Here is the Navy Department's official account:

Navy's Official Account.

"About 4.10 P. M., while escorting a convoy, the lookout of the Fanning sighted a periscope about a foot above water some distance off the port bow. The periscope was visible for only a few seconds. The destroyer immediately headed for the spot and three minutes after the periscope had been sighted dropped a depth charge.

"The Nicholson was speeded to the position of the submarine, which appeared to be headed toward a merchant vessel in the convoy and dropped another depth charge. At that moment the conning tower of the U boat came to the surface between the Nicholson and the convoy; the Nicholson fired three shots from her stern gun. The bow of the submarine came up rapidly. She was down by the

of the life belts had "Kaiser" marked on one side and "Gott" on the other.

"The Fanning proceeded to port and transferred her prisoners under guard. As they were leaving in small boats, the Germans gave three cheers. The commanding officer of the Fanning read the burial service over the body of the dead German sailor and the destroyer proceeded to sea and buried him with full military honors.

"In his report the commander of the Fanning praises the conduct of his officers and crew, and gives particular credit to Lieut. Walter O. Henry, officer of the deck, and to Coxswain Loomis, who sighted the periscope. He also commends Pharmacist's Mate Harwell and Coxswain Connor, who jumped overboard to save the drowning German."

British Praise Americans.

The British Commander-in-Chief, under whom the American destroyers were operating, praised the United States flotilla, and especially the Fanning, as "a man-of-war in the best sense, well disciplined and organized and ready for immediate action."

The British Admiral also commended the Nicholson.

Vice Admiral Sims, commanding the American patrol in European waters, issued an order commending the officers and crew of both destroyers. Coxswain Loomis was advanced to the next higher rating in recognition of his vigilance in sighting the periscope.

Coxswain Connor Among First to Go to France

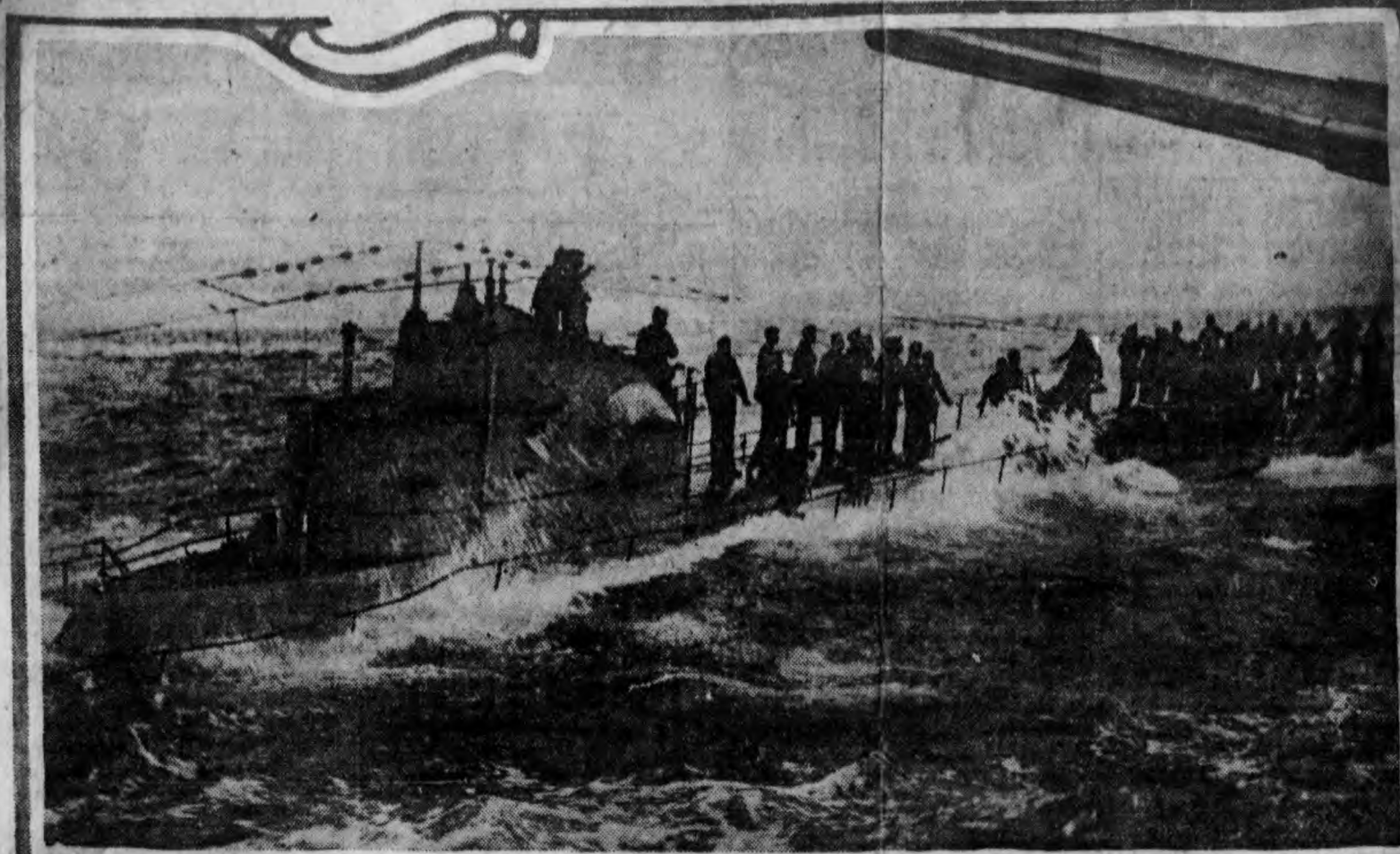
Coxswain Francis G. Connor of the destroyer Fanning, who jumped overboard to help rescue a German, is twenty years old and lives with his sister, Mrs. Eugene Gough. He was among the first of Uncle Sam's boys to go to France. Mrs. Gough said yesterday that while he was stationed at Philadelphia a call for volunteers for immediate foreign service was issued and he responded.

Connor was then on the U. S. S. Ohio. Before that he had served on the U. S. S. Granite State, to which he was assigned when he enlisted in 1915. He left for France last June on the Fanning.

Mrs. Gough said she recently received a letter from Connor that had been mailed on Thanksgiving Day. The letter made mention of the rescue of the German sailor, but contained little other news because of the strict censorship. It told of the sailors receiving their Thanksgiving boxes of

BEST TRADITIONS OF AMERICAN NAVY UPHELD IN SINKING GERMAN U-BOAT

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CREW ON DECK OF GERMAN SUBMARINE SURRENDERING TO U.S.S. FANNING
© COMMITTEE PUBLIC INFORMATION

Coxswain Connor, the Fanning Hero, Is West Side Boy

Coxswain Connor Jumped Into Water
to Rescue Seaman from
U-Boat.

Francis G. Connor, coxswain on the destroyer Fanning, who was mentioned in yesterday's despatches for bravery in jumping into the sea and aiding in the rescue of a German seaman after a submarine had been sunk, is a product of New York city's upper west side. He is



FRANCIS G. CONNOR

only twenty years old. In 1911 he was graduated, with honors, from Public School No. 69, in West Fifty-fourth street near Sixth avenue.

When the war started young Connor was employed as a salesman by the H. B. Claflin Company. For two years he had been a member of the New York Naval Reserves. Prior to his going to European waters, in June, he had been on guard duty at Brooklyn Bridge.

For the last five years he has lived at No. 169 Delaware avenue, Jersey City, with his sister and her husband, Mr. and Mrs. Eugene Gough. Mrs. Gough said yesterday that Francis always had been intensely patriotic. When a HERALD reporter told her that he had justified his patriotism in actual war conditions, she added:—

"I am glad that Francis has done such a brave act, but I think war is terrible, and I'll be glad when he comes home for good and all."

When he does come home from the war his neighbors are not going to overlook the opportunity to show that Delaware avenue is proud of its hero.

CAPTOR OF U-BOAT HAILS FROM JERSEY

Lieutenant Arthur S. Carpender, who was mentioned in despatches for his success in capturing a German U-boat while in command of the United States destroyer Fanning, is a son of Mrs. John Neilson Carpender, of New Brunswick, N. J.

Lieutenant Carpender was graduated from the Naval Academy in 1908, and has been in command of the Fanning since last February. He married Miss Helena Neilson, daughter of Mr. and Mrs. H. A. Neilson, of New Brunswick.



THE LARGEST SHIP AFLOAT
HAMBURG-AMERICAN S. S. EMPEROR
Courtesy Hamburg-American Line

COLOR WORK BY MUNDER-THOMSEN PRESS, BALTIMORE

90



THE LARGEST SHIP AFLOAT
HAMBURG-AMERICAN S. S. EMPEROR
Courtesy Hamburg-American Line

COLOR WORK BY MUNDER-THOMSEN PRESS, BALTIMORE

IMPERATOR MET WITH TROUBLE WHILE AT SEA

Giant Liner Suddenly Listed
and Scrambled Her Six Hun-
dred Passengers in a Heap.

MEMBERS OF CREW REPORTED KILLED

London, March 18.—The former German, later American, now British liner *Imperator* has just completed the most sensational journey of her career. For three days the giant vessel was virtually helpless, with a list of forty-five degrees. A number of first-class staterooms were flooded. Some members of the crew were killed.

The *Imperator* left New York on March 8. All went well until last Sunday evening, when in the course of a concert in the first-class saloon, six hundred passengers were thrown from their seats as the big ship dropped to a sharp list which increased steadily. The passengers say there was no panic, however.

The cause of the trouble is not quite clear as yet, though it is known there was a considerable ash discharge in the stokehold.

Mary Nash, the well-known actress, said: "I received a mysterious warning from Washington that it would be dangerous to sail on the *Imperator*, but I determined to pay no attention to it and sailed anyhow. The staterooms were flooded after the ship listed. My own cabin had a foot and a half of water, but I continued to occupy it. I had to crawl to my bed over trunks that were floating around

(Continued on Page Fifteen)

IMPERATOR MET WITH TROUBLE AT SEA

(Continued from Page One).

over the floor, but I wasn't alarmed. The officers had assured us there was no real danger."

Sir Ernest Glever, of the Ministry of Shipping, who also was on board, said: "The ash ejectors failed to work, so that instead of ashes being cleared out, water was taken in. There was a certain amount of water in the bilge as well. It was a difficult thing to aright that. These conditions, together with the rough weather, resulted in an eleven-day passage. The vessel will no be overhauled and the defect remedied."

The stewards said they got in and out of their quarters like crabs, crawling up the walls.

The engineer staff battled day and night with the disabled machinery. Chief Engineer Moore was the hero of the occasion, at his post continuously for seventy-two hours, up to his waist in water.

The passengers assert that when the ship was berthed at Southampton the bodies of three or four members of the engine room staff were taken away in ambulances, together with a few others who had been injured.

The *Imperator* was scheduled to sail for New York on the 27th, but yesterday those who had bookings were notified by telegraph that the sailing had been cancelled, but no explanation was given.

At the Cunard offices in London no information was obtainable today. "We have no information. There has been no report from the captain," was the stereotyped reply to all inquiries.

IMPERATOR ASSIGNED TO CUNARD SERVICE

Former German Liner Will Make
Regular Trips to New York.

The Cunard offices in this city announced to-day that the former Hamburg-America liner *Imperator* had been acquired by the Cunard Steamship Company, Ltd., under assignment from the British Ministry of Shipping and at the earliest practicable date would sail under the Cunard house flag from New York to England.

It is probable that in due course the *Imperator* will join the Cunarders *Aquitania* and *Mauretania* in providing a weekly service from New York to Cherbourg and Southampton.

It will be recalled that the *Imperator*, one of the largest ships in the world, was in Hamburg when the war broke out and stared there until after the signing of the armistice, when she was assigned to the work of repatriating American troops.

When she was launched, shortly before the beginning of hostilities, the *Imperator* received wide attention because of the luxurious nature of her appointments and her enormous size. She is 919 feet long, has a beam of 90 feet, is of 50,000 tons register and 62,000 horse-power. There are nine decks from the water line to the bridge, and they contain a Pompeian bath and swimming pool, a complete Turkish bath establishment, a gymnasium, an a la carte restaurant and winter garden, in addition to the usual public rooms.

The *Imperator* is at present in dock in the Hudson River refitting before assuming her new role as a passenger ship.

IMPERATOR'S RETURN REFERRED TO COUNCIL

Paris Body to Consider Our Re-
fusal to Give Up German
Ship to Cunard Line.

(Special to The World.)

WASHINGTON, Nov. 10. — The question raised by the refusal of the Shipping Board to turn over to the Cunard Line the *Imperator* and other German passenger steamers, together with the disposition of the twelve American oil tankers held in German ports, has been referred to the Supreme Council at Paris, it was said to-day at the State Department.

The British Ambassador had discussed the question with Secretary Lansing but no decision was reached. Our officials are disposed to insist upon the release of the tankers to their American owners—the Standard Oil Company of New Jersey. They were operated before the war by a German auxiliary of the Standard Oil Company and flew the German flag.

British naval forces captured one of them, releasing it when its American ownership was established. This action serves as a precedent in the final disposition of the tankers, it is held.

The Shipping Board's explanation for refusing to turn over the *Imperator* was that it had no specific authority for making the transfer.

IMPERATOR'S RECORD.

Her Trips Under American and Under
British Management.

TO THE SUN AND NEW YORK HERALD: I have read with great interest your editorial article on "Rebuilding an Ocean Giantess," and I would like to invite your attention to a few facts.

The vessel you speak of, the German ship *Imperator*, was operated as you say for a considerable period of time by the United States Navy. During this period she made five trips with troops, carrying on each trip practically her full capacity, which was largely in excess of her normal passenger complement.

During all these trips, although operated at an economical speed rather than the high speed at which she would be operated under passenger service conditions, she averaged approximately nineteen knots. While run by the present operators she has made three decidedly unsuccessful trips, in each one of which great difficulty has been experienced.

In other words it is not necessary for the British ship builders to "make her a stable, comfortable ship;" she already is that. It is simply essential that the British operators should learn to operate her as successfully as the United States Navy was capable of doing.

A.
BROOKLYN, April 27.

S. S. IMPERATOR.

Editor Jersey Journal:

Dear Sir—Kindly publish the answer to the following, to settle an argument:

A says the *Imperator* was docked in Hoboken before the war started.

B says it was never over here before the war.

Thanking you in advance, I remain,
Your truly,

A. B. W.

The *Imperator* made several trips to this country before the war started, in Hoboken. A is right.—Ed.

CREW ARRIVES TO TAKE OVER GERMAN SHIPS

Sent here from England by the White Star line to take over, and operate the former German liner *Prinz Frederick Wilhelm*, a crew of 234 British officers and men arrived here to-day on the steamship *Baltic*. The *Prinz Frederick Wilhelm* was one of the eight German ships originally allotted to great Britain by the Inter-allied naval commission and rented to the United States a troop transport.

Late Saturday, however, it was announced from Washington that the ships would be retained by the United States Shipping Board, this announcement coming but a short time prior to the hour when it was expected that the *Imperator* would be turned over to the Cunard line.

The action of the Shipping Board in retaining possession of the liner *Imperator* may start a controversy with England. The liner was allocated to Great Britain and had been added to the Cunard Line fleet and advertised to sail next month.

Feb. 28/21 Ode.

THE EMPEROR AS A CUNARDER.

The Emperor, sister ship to the Leviathan, has been awarded to the Cunard line as a part payment for loss of tonnage by German submarines. She is to be renamed when she goes into Cunard service. She might well be named the Lusitania, as she is large enough to take the place of that martyr ship, yet it might be better to wait until non-German hands could build a ship to bear that name.

N.Y. American Sept. 28/19

U. S. to Give Back Emperor to Allied Council.

By Universal Service.

WASHINGTON, Sept. 3.—The great German ship Emperor and others which were "allocated" to the United States by the Supreme Allied War Council for transport purposes are to go back to that body for disposition in the near future. It is stated officially that the Emperor is now being "re-conditioned" preparatory to being returned.

What will be done with the ship and others of her type is a matter of speculation. Officials, however, are inclined to the belief they will be distributed among the Allied Powers as it is likely that both France and Great Britain will contend that the United States has built up a great merchant marine and that they are still suffering from the destruction of their merchantmen by German submarines. In this case, it is pointed out, the decision in all probability will be to apportion the ships among the Allies.

CUNARD LINE IS HIT HARD BY LOSS OF EMPEROR

Freight With Which it Was Intended to Load Her is Piling up.

Word was received to-day at Hoboken piers where the Emperor and two other former German liners, which England expected to get, but which have been retained by the United States Government, are tied up, that the Cunard line to which it was planned to turn over the Emperor was in what was described as "a bad mess."

This was largely due to the action of the United States Government in holding the Emperor, although the British rail strike was a contributing factor to the situation.

Expecting no trouble in securing possession of the Emperor, the Cunard line had ordered freight with which it was intended to load her sent here. The loading was to have begun as soon as the Cunard line had taken over the ship to-morrow, and the freight has been coming in in large quantities yesterday and to-day, with more on the way.

With no place to put it, the Cunard line now finds the freight piling up on its piers and in the railroad yards and as a great deal of it is perishable goods, the steamship company faces the possible loss of several thousands of dollars. Officials of the line admitted to-day that as yet they could see no way out of their difficulties.

Additional trouble has been encountered through the fact that the British railway strike has forced the company to cancel all sailings for the time being.

EMPEROR BOUGHT BY CUNARD LINE

The Cunard Line announced Saturday that it has bought the former Hamburg-American liner Emperor, third largest steamship afloat, from the British Government. The announcement followed exactly two weeks the publication of the purchase by the White Star Line of the Bismarck, largest vessel in the world, which was also built for the Hamburg American, but never saw service. Both ships were interned at Hamburg during the war.

The third sister giant, the Leviathan, formerly the Vaterland, has been lying idle at her dock in Hoboken since she ceased duty as a transport. She is the property of the United States Shipping Board.

The Emperor has had a checkered career since the armistice, under the terms of which she was surrendered to the Allies. She was first allotted to America, but was later turned over to Great Britain. The Cunard Line has been operating her for the government.

She is 65,000 tons displacement. Both the Emperor and the Bismarck will be in the New York-Southampton service.

Oct. Sept. 29/19

Oct. Sept. 29/19

EMPEROR TO BE A CUNARD LINER

The former Hamburg-American Line steamship Emperor has been assigned to the Cunard Line by the British Ministry of Shipping under the loss of tonnage clause in the peace treaty, and will be placed in service at the earliest possible date between New York and Southampton, according to an announcement made by the Cunard Line yesterday. It is probable that the Emperor, under a new name, will be utilized with the Aquitania and Mauretania in providing a weekly service.

The Emperor is the second largest vessel afloat, being slightly exceeded in size only by the Leviathan. Her gross registered tonnage is 51,996. She was built in 1912 by the Vulcan firm of Hamburg. She was in Hamburg when the war broke out and remained there until after the signing of the armistice, when she was assigned to the repatriation of American troops, manned by an American naval crew and made several trips between Brest and New York. She has been lying at pier 4, Hoboken, since her last arrival here on August 10.

The work of refitting the ship for passenger service has been in progress for some time and it was said at the Cunard office yesterday that announcement of her first sailing for an English port would be made shortly.

WHITE STAR CREW COMES TO OPERATE GERMAN LINER

Baltic Arrives With Seamen to Take Over Disputed Ship.

Sent here from England by the White Star Line to take over and operate the former German liner Prinz Friedrich Wilhelm, a crew of 234 British officers and men arrived here to-day on the steamship Baltic. The Prinz Friedrich Wilhelm was one of the eight German ships originally allotted to Great Britain by the Inter-Allied Naval Commission and rented to the United States as a troop transport.

Saturday, however, it was announced from Washington that the ships would be retained by the United States Shipping Board, this announcement coming but a short time prior to the hour when it was expected that the Emperor would be turned over to the Cunard Line.

HUDSON OBSERVER, MONDAY

EVENING, NOVEMBER 24, 1919.

EMPEROR TURNED OVER TO BRITISH

The former naval transport Emperor was this morning, at 11:30 o'clock, taken from the Hoboken piers across the river to the Cunard Line piers, New York. She was taken over by an American crew and was turned over by the crew to the officials of the British steamship line.

Friday Nov. 21/19

THE EMPEROR GOES TO GREAT BRITAIN

WASHINGTON, Friday.—Settlement of the controversy over disposition of the German steamship Emperor was indicated by the Shipping Board officials, who intimated that the ship would be tendered immediately to Great Britain.

Action with regard to the seven other German steamships in the same status had not been determined, it was said. It will depend, it was indicated, on final disposition of the tankers, under the German flag, but American owned, now held in the Firth of Forth by direction of the Supreme Council.

EMPEROR HOLDS ON TO COAL

Supply Bought Before Garfield Issued Order, Cunard Co. Says.

Despite the order of the Railroad Administration not to permit the sailing of the Emperor until 5,000 of the 7,500 tons of bunker coal is unloaded, an official of the Cunard Line is quoted as saying:

"The Emperor is coaled and will sail at noon Wednesday. That is all there is to say on the subject."

It is understood the Cunard Line does not consider the coal put aboard the liner as coming within the conservation order under which only 2,500 tons was authorized so that the Emperor could sail for Halifax. The owners of the vessel contend the coal was purchased and paid for long before the conservation order was issued.

An investigation of the putting aboard of 5,000 more tons than the Government authorized has been ordered.

ENGLISH CREWS HERE, BUT U. S. RETAINS SHIPS

**Contemplated Flag-Raising
at Hoboken Piers Wednesday
Declared Off.**

New York, Sept. 29.—Sent here from England by the White Star Line to take over and operate the former German liner Prinz Frederick Wilhelm, a crew of 234 British officers and men arrived here to-day on the steamship Baltic. The Prinz Frederick Wilhelm was one of the eight German ships originally allotted to Great Britain by the Inter-Allied Naval Commission and rented to the United States as a troop transport.

Late Saturday, however, it was announced from Washington that the ships would be retained by the United States Shipping Board. This announcement coming but a short time prior to the hour when it was expected that the Imperator would be turned over to the Cunard Line.

Officials at the Hoboken Army piers will not discuss the situation created by the action of the United States Government in deciding to retain possession of the Imperator and seven other former German liners which England expected to get when their services were no longer required as United States transports.

Three of the seized ships, the Imperator, Prinz Frederick Wilhelm and the Graf Waldersee, are now at the Hoboken piers. Crews had been sent from England to man them, and preparations had been made for an elaborate ceremony at the Hoboken piers Wednesday afternoon when the English crews expected to raise their flags.

It was announced this morning that the contemplated program had been declared off.

AMERICA TO HOLD IMPERATOR UNTIL WE GET OIL SHIPS

**Firm Position of U. S. May
Send Whole Issue Back to
Peace Council.**

WASHINGTON, Sept. 29.—The British Government so far has made no formal protest to the State Department regarding the refusal of the War Department Saturday to turn over the German steamer Imperator to the Cunard Line.

The Shipping Board is the doctor in this case, and Chairman Payne and his associates show no disposition to let go of the big passenger liner. In fact, the American Government is prepared to maintain a firm position in the controversy with Great Britain which is expected to follow the action of the War Department and the Shipping Board.

Officials expressed the conviction to-day that the matter will be adjusted satisfactorily, but frankly admitted that it is not free from difficulties.

So long as the Interallied Economic

Council, or Maritime Council, feels free to disregard a pledge of the Supreme Council at Paris, and directs that American-owned oil tankers held in German ports during the war because they had been operated by a German subsidiary of the Standard Oil Company, be turned over to England, the British Government must wait for the release of the Imperator and other German passenger liners which have been used to bring troops home from France.

The whole problem of the disposition of German and Austrian merchant ships may be reviewed as a result of the failure of the United States to get the twelve American-owned tankers.

In the event that the whole subject is again threshed over, it is to be expected that Great Britain will raise the question whether the United States is entitled to retain German ships found in American ports April 6, 1917. British officials challenged our right to retain these ships, but the decision was in our favor.

England then claimed the Imperator and other German passenger ships, but they were turned over to the United States on a rental agreement for use as transports, to be released to the Interallied Council when American troops were returned from France.

Under the arrangement which gave us the use of these German steamers as transports, Great Britain received a large tonnage of cargo boats, which was her greatest need. The United States received no German cargo boats and asked for none.

The United States is not particularly anxious to retain the Imperator under existing conditions. The rental is very high, and expense of operation correspondingly great. But officials will insist vigorously on full satisfaction with regard to the American-owned tankers before consenting to surrender even this expensive luxury. Should an adjustment of the matter be long deferred, the Imperator and other German liners will be put in service, and made to pay their way pending decision.

UDSON OBSERVER, MONDAY

EVENING, SEPTEMBER 29, 1919.

Imperator Figures In A Diplomatic Tangle

**Former German Liner Now at Hoboken Piers Is Claimed by
Both the British and the U. S. Shipping Board—One
Result of Delay in Treaty Ratification.**

Washington, Sept. 29.—One of the first diplomatic tasks that confronts Viscount Grey, new British Ambassador, is to take up with the State Department the situation brought about by the refusal of the Shipping Board officials of a British request for the Imperator, former German liner. Expectations to-day were that the matter would be put up to the State Department at the earliest moment.

The Imperator and seven other German liners were turned over to the Shipping Board by the War Department which had finished using them as transports.

The British, through officials of

the Cunard Line, requested that the vessel be turned over to them. This J. H. Rosseter, chief of operations of the Shipping Board, refused, on the ground that he had no orders.

The orders to turn the ship over to the British are understood to have come from one of the Peace Conference Commissions on which this country has no representative, due to failure of the Senate to sanction the appointment. It is understood also that the refusal to turn over the ship followed knowledge that she was to be used as a passenger ship instead of a troop ship which is said to have been the original understanding. The Imperator is now at Pier 4 Hoboken.

CUNARD LINE CONFIDENT OF GETTING IMPERATOR

**Sir T. Ashley Sparks, Director of
Steamer Line, Says Britain
Will Act Promptly.**

Sir T. Ashley Sparks, director of the local bureau of the Cunard Line, declared to-day that despite the attitude of the United States Government in declining to turn over the former German liner Imperator there was not the slightest doubt that the vessel would shortly be turned over to his company.

"The matter does not directly concern us," declared Sir Ashley, "for the ship had merely been assigned to us by the British Ministry of Shipping and we were to operate her. The first I knew that she was not to be turned over this afternoon, as we had expected, was when I received a telephone from my office saying that there had been some hitch in Washington and that it would not be delivered."

The ship had not actually been delivered to the United States Shipping Board this morning, but still remained at her pier in Hoboken guarded by the army authorities, in whose service she has been as a transport.

TO HOLD IMPERATOR UNTIL OIL TANKERS ARE TURNED BACK

U. S. Is Prepared to Maintain Firm Position in Controversy, With Great Britain Expected to Follow.

DISPOSITION OF ALL SHIPS MAY BE REOPENED IN PARIS.

Cunard Line Officials Say Liners Will Be Given Them, but Company Will Take No Part in Diplomatic Controversy.

(Special to The World.)

WASHINGTON, Sept. 28.—Up to a late hour to-night the British Government had made no formal protest to the State Department regarding the refusal of the War Department yesterday to turn over the German steamer Imperator to the Cunard Line.

The Shipping Board is the decision in this case, and Chairman Payne and his associates show no disposition to let go of the big passenger liner. In fact, the American Government is prepared to maintain a firm position in the controversy with Great Britain which is expected to follow the action of the War Department and the Shipping Board.

Officials expressed the conviction to-night that the latter will be adjusted satisfactorily, but frankly admitted that it is not free from difficulties.

Must Wait Release.

So long as the Interallied Economic Council, or Maritime Council, feels free to disregard a pledge of the Supreme Council at Paris, and directs that American-owned oil tankers held in German ports during the war because they had been operated by a German subsidiary of the Standard Oil Company, be turned over to England, the British Government must wait for the release of the Imperator and other German passenger liners which have been used to bring troops home from France.

The whole problem of the disposition of German and Austrian merchant-ships may be reviewed as a result of the failure of the United States to get the twelve American owned tankers.

Had those tankers been ordered released to the United States, the Imperator doubtless would have been turned over promptly at 9 A. M. yesterday to the Cunard Line, and would have sailed as a passenger liner on the scheduled date.

U. S. Is Fast Turning Back All Seized Dutch Ships

ROTTERDAM, Sept. 27.—All the Dutch shipping, aggregating approximately a half million tons, which was requisitioned by the United States in March, 1918, has now either been returned to the Dutch owners or is in process of return. The mission composed of American naval and army officers which has arranged for the turning back of fifty-four such ships, totalling 369,552 deadweight tons, is closing up its work and preparing to close its offices here on Oct. 1.

It is stated in Dutch circles that while Dutch sentiment has never completely recovered from the shock of the seizure, the owners are well satisfied with the American terms.

Other Ships Held.

Now the British shipping interests must wait not only for the Imperator but for the Kaiserin Augusta Victoria and eight other passenger ships.

In the event that the whole subject is again threshed over, it is to be expected that Great Britain will raise the question whether the United States is entitled to retain German ships found in American ports April 6, 1917. British officials challenged our right to retain these ships, but the decision was in our favor.

England then claimed the Imperator and other German passenger ships, but they were turned over to the United States on a rental agreement for use as transports, to be released to the Interallied Council when American troops were returned from France.

Britain Got Cargo Ships.

Under the arrangement which gave us the use of these German steamers as transports, Great Britain received a large tonnage of cargo boats, which was her greatest need. The United

(Continued on Second Page.)

TO HOLD IMPERATOR FOR TANKERS' RETURN

(Continued from First Page.)

States received no German cargo boats and asked for none.

The United States is not particularly anxious to retain the Imperator under existing conditions. The rental is very high, and expense of operation correspondingly great. But officials will insist vigorously on full satisfaction with regard to the American-owned tankers before consenting to surrender even this expensive luxury. Should an adjustment of the matter be long deferred, the Imperator and other German liners will be put in service, and made to pay their way pending decision.

CUNARD CONFIDENT OF GETTING BIG SHIP

Sir T. Ashley Sparks, Director of Steamer Line, Says Britain Will Act Promptly.

Sir T. Ashley Sparks, director of the local bureau of the Cunard Line, declared last night that despite the attitude of the United States Government in declining to turn over the former German liner Imperator there was not the slightest doubt that the vessel would shortly be turned over to his company.

"The matter does not directly concern us," said Sir Ashley last night, "for the ship had merely been assigned to us by the British Ministry of Shipping and we were to operate her. The first I knew that she was not to be turned over Monday afternoon, as we had expected, was when I received a telephone from my office saying that there had been some hitch in Washington and that it would not be delivered."

"I had no knowledge of the reason for the delay until to-day when I read the newspapers and saw that it concerned some oil tankers which had been in Germany. We have taken no action locally, and shall take none, as it is a matter entirely for the British Ministry of Shipping to settle."

At the local offices of the Cunard Line it was said that the only steps that had been taken was to cable the Liverpool offices an account of what had happened. Otherwise the Cunard people were merely waiting developments.

The ship had not actually been delivered to the United States Shipping Board yesterday, but still remained at her pier in Hoboken guarded by the army authorities, in whose service she has been as a transport.

IMPERATOR'S FATE IS TO BE DECIDED BY PARIS COUNCIL

Refusal of U. S. to Surrender Big German Liner Will Be Considered.

WASHINGTON, Nov. 11.—The question raised by the refusal of the Shipping Board to turn over to the

Cunard Line the Imperator and other German passenger steamers, together with the disposition of the twelve American oil tankers held in German ports, has been referred to the Supreme Council at Paris, it is said at the State Department.

The British Ambassador had discussed the question with Secretary Lansing but no decision was reached. Our officials are disposed to insist upon the release of the tankers to their American owners—the Standard Oil Company of New Jersey. They were operated before the war by a German auxiliary of the Standard Oil Company and flew the German flag.

British naval forces captured one of them, releasing it when its American ownership was established. This action serves as a precedent in the final disposition of the tankers, it is held.

The Shipping Board's explanation for refusing to turn over the Imperator was that it had no specific authority for making the transfer.

LINER IMPERATOR BADLY SCORCHED BY MYSTERIOUS FIRE

English Police Investigating Blaze on Former German Steamship.

LONDON, May 14.—Another of the mysterious fires aboard former German liners taken over by the British has occurred. This time it is the giant Imperator. At an early hour a blaze started in the Captain's cabin. Serious damage was prevented by quick work on the part of the fire brigade. The police are conducting an investigation.

These unexplainable fires on the vessels which Germany has lost to the merchant marine of her former enemy have broken out not only while the boats were in port, but in several cases when they were at sea.

IMPERATOR ADDED TO THE CUNARD LINE

Probably Will Alternate With Mauretania and Aquitania.

The former Hamburg-American Line steamship Imperator has been assigned to the Cunard Line by the British Ministry of Shipping under the loss of tonnage clause in the peace treaty, and will be placed in service at the earliest possible date between New York and Southampton, according to an announcement made by the Cunard Line yesterday. It is probable that the Imperator under a new name will be utilized with the Aquitania and Mauretania in providing a weekly service.

The Imperator is the second largest vessel afloat, being slightly exceeded in size only by the Leviathan. Her gross registered tonnage is 51,996. She was built in 1912 by the Vulcan firm of Hamburg. She was in Hamburg when the war broke out and remained there until after the signing of the armistice, when she was assigned to the repatriation of American troops, manned by an American naval crew and made several trips between Brest and New York. She has been lying at Pier 4, Hoboken, since her last arrival here on August 10.

The work of refitting the ship for passenger service has been in progress for some time and it was said at the Cunard office yesterday that announcement of her first sailing for an English port would be made shortly.

IMPERATOR TO FLY FLAG OF GREAT BRITAIN

Giant German Vessel, with Prinz
Friedrich Wilhelm, Turned Over
to John Bull for English Lines

Peace Terms Against Such Action
Till Treaty Is Ratified—Mer-
cantile Marine Asks Leviathan

The former Hamburg-American
steamship Imperator and the Prinz
Friedrich Wilhelm have been turned
over to the British Government and
are to sail under the flag of Great
Britain.

This became known yesterday when
Great Britain turned these two
steamships over to two British com-
panies, the Cunard and White Star
lines. The Cunard line issued a
statement in which it said the Im-
perator would be put in service be-
tween New York, Cherbourg and
Southampton.

Announcement also was made that
P. A. S. Franklin, president of the
International Mercantile Marine, had
asked the United States Shipping
Board to convert the Leviathan into
an oil burner and allocate it to that
company for service between New
York, Southampton and Cherbourg.

PEACE PROVISION VIOLATED.

Judge John Barton Payne, chair-
man of the Shipping Board, said the
proposition was made by Mr. Frank-
lin during a recent conference in
Washington.

The terms of the Peace Treaty pro-
vide that no final disposition can be
made of former German tonnage until
the Treaty has been ratified. This
caused shipping men yesterday to ex-
press surprise when told of the de-
velopment.

Both the Imperator and Prinz
Friedrich Wilhelm were allotted to the
United States soon after the armistice
was signed. They have been in ser-
vice between New York and Brest as
army transports. The Leviathan was
tied up in Hoboken and seized by the
Government when the United States
entered the war.

While many persons expressed the
opinion that, once the British flag
was raised on these two vessels, it
probably would remain there, the offi-
cials of the United States Shipping
Board did not take this view—at
least in regard to the Prinz Wilhelm.
These said the transfer of the Prinz
Wilhelm was "only temporary," as all
German tonnage is controlled by the
Inter-Allied Council.

White Star officials said they had
been instructed to handle the vessel,
but gave the impression it was for
only one voyage. They said they did
not know if the vessel would be sent
back to America.

The allotment of the Prinz Fried-
rich Wilhelm was made to the British
Government, and by it to the White
Star Line.

The following statement was made
yesterday at the office of the Ship-
ping Board in Washington:

"The Prinz Friedrich Wilhelm is
in the same class as the Imperator.
The disposition of such vessels is
in the hands of the Interallied Mar-
itime Council.

"The United States has not had a
representative on the Interallied
Maritime Council, but has been as-
sociated with it. Mr. Robinson, of
this board, has been the special
commissioner from the United
States.

AGREEMENT CARRIED OUT.

"The agreement was made at the
close of the war that the United
States should be given 'first crack'
at these ships for the transport of
American soldiers home, and of
cargo vessels for carrying food for
the relief of Europe. England was
to be given the 'next crack'.

"The soldiers are back and the
regular services now suffice for
transport needs. Now England,
in accordance with the agreement,
is being given the use of the ships.

"After England is through with
them the disposition of the Prinz
Friedrich Wilhelm and other ships
in the same category will be settled
by the Reparations Commission.

"It should be noted that if the
opponents of the treaty succeed in
the contentions, the United States
will not be represented at all on
the Reparations Commission which
will settle what is to be done with
these ships."

President Wilson asked the Senate
Foreign Relations Committee two
months ago to authorize him, in ad-
vance of the ratification of the Peace
Treaty, to make tentative appoint-
ments of Americans on the Repara-
tions Commission. He said the Repara-
tions Commission was going ahead to
estimate the damage done by Germany
and that it would be advisable to have
the United States represented on the
commission. The President's request
was denied.

IMPERATOR TO SAIL FOLLOWING PLEDGE TO REPLACE COAL

British Officials Maintained It
Would Take Seven Weeks to
Unload 5,900 Tons of Excess
Fuel Taken on Board.

(Special to The World.)

WASHINGTON, Dec. 10.—With
assurances by British representa-
tives that the excess coal supply
taken aboard the Imperator would
be replaced at New York within a
month, the Railroad Administration,
acting in concurrence with the De-
partment of Justice officials, re-
quested the Treasury Department
to-day to give the vessel clearance.

The British maintained that it
would require seven weeks to un-
load the 5,900 tons taken aboard in
excess of the 2,500 tons for which
permit was issued, and that while
standing at the pier the ship would
consume 240 tons a day. In other
words, the ship would burn twice as
much coal as she unloaded.

"The decision to let the Imperator
sail was reached after conference
between Henry C. Spencer, Chair-
man of the Central Coal Committee,
representatives of the British Min-
istry of Shipping and representa-
tives of the Cunard Line. The Brit-
ish side of the case was set forth in
a letter by S. Manifold Raeburn,
Director General of the New York
branch, British Ministry of Ship-
ping, in which he said:

"The British Government and the
British Ministry of Shipping had no
knowledge of any violation of any
United States statute or regulation,
and desires to clear the vessel as soon
as possible. To that end I offer on
behalf of the British Government, if
the vessel is allowed to clear to-mor-
row, to replace the coal taken in ex-
cess of permit—that is to say, 5,900
tons—and to do so at New York Har-
bor within one month of the date of
vessel's clearance. Every effort will
of course be made to get the coal here
sooner, if possible.

In his reply to this letter Mr.
Spencer said: "You are advised that
in consideration of the request of the
British Government, the vessel will be
allowed to clear, with the under-
standing that 5,900 tons of coal of
equal quality and produced out of the
United States will be furnished at
New York Harbor, in not to exceed
thirty days, without cost, to the order
of United States Railroad Adminis-
tration."

"It is further to be understood that
the permission herein granted shall
not affect the further prosecution of
civil or criminal action against any
and all parties who may have par-
ticipated in the furnishing and load-
ing of the coal on board the steam-
ship Imperator without due permit."

It was stated at the Railroad Ad-
ministration that the coal companies
that furnished the excess supply of
coal are being investigated, with the
possibility of Grand Jury action as a
result.

Passengers Accept Delay With Great Good Nature

Collector of the Port Newton an-
nounced late yesterday afternoon that
he had received telegraphic instruc-
tions from Washington to issue clear-
ance papers to the steamship Impera-
tor, Cunard Line officials then said
she would sail on the slack water fol-
lowing the high tide this morning,
which will be about 11 o'clock, al-
though 8.30 A. M. was the time given
to the passengers.

Those aboard took the delay good
naturedly. "When we get three
miles out we can have
a drink" one young woman in a
sable coat was heard to say soft-
ly to her companion. The same thing
was on the minds of others. But they
are doomed to disappointment, as
there is not a drop of liquor on the
ship. The company sought permis-
sion to take some from the Anchor
liner Columbia, now in port, but was
refused. Such transfer was said to be
unlawful.

TRANSFER OF IMPERATOR IS MERELY DELAYED

Cunard Director Says England Ul-
timately Get Vessel—Crew for
Friedrich Wilhelm Arrives.

There's no doubt as to the dis-
position of the Imperator, the former
German liner, now being operated by
the British Government by the Cunard
Line, according to Sir T. Ashley
Sparks, director of the local bureau
of the Cunard Line.

"The delay in this matter has arisen
over some hitch that has arisen be-
tween the two Governments," he ex-
plained at the executive offices of the
Cunard Line, 24 State Street, this
morning.

"Instead of being turned over to
this company to-day the vessel will re-
main under the control of the United
States Government a little longer. The
difficulty has come from the alloca-
tion of some Standard Oil tank liners
owned by branches of the company in-
corporated in Germany. When the
disposition of these vessels has been
made the Imperator will be turned
over."

According to Sir Ashley the matter
does not directly concern the Cunard
Line. "The Imperator had merely
been assigned to us by the British Min-
istry of Shipping," he said, "and we
were the operators. The first I knew
that it would not be turned over to
us Monday afternoon, as expected, was
when I received a telegram from
Washington to this effect. We have
taken no action locally and will not
take any, as it is a matter between
the two Governments. The only step
taken was to cable the Liverpool office
as to what had happened."

The Imperator has not been de-
livered to the United States Shipping
Board, but is still in the hands of the
Federal authorities, who have been
operating her as a transport. The
vessel is at her Hoboken dock guarded
by army authorities.

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IMPERATOR DISPUTE TAKEN UP BY THE STATE DEPARTMENT

Shipping Board Assumes Firm Stand in Controversy with Britain Over Former German Craft, and Matter Becomes One for Diplomatic Negotiations.

Herald Bureau,
No. 1,502 H Street, N. W.,
Washington, D. C., Monday.

Seizure of the twelve former German oil tankers by the British government, although flying the American flag, a course protested by the United States Shipping Board, has become a matter of diplomatic negotiation.

William Phillips, Acting Secretary of State, said today that this and all other subjects of dispute growing out of the allocation of the seized German vessels would be handled diplomatically. This announcement had a tendency to relieve the tension which resulted from the British authorities taking over the tankers and the retaliation by the Shipping Board in holding the Imperator, the Kaiserin Augusta Victoria and six other German vessels now in New York.

It is understood the Shipping Board will stand pat on its position and insist on fulfillment of the arrangements made by Henry W. Robinson, former member of the Shipping Board and America's representative at the Spa conference, which provided that the German vessels taken over by the Shipping Board were to go to the United States. A like arrangement is understood to have been made relative to the twelve tankers seized by the British authorities.

British Shipping Ministry Holds Off Regarding the Imperator.

LONDON, Monday, (by the Associated Press).—The Ministry of Shipping declined today to say what action it would take regarding the United States Shipping Board's refusal to turn over the former German steamship Imperator to the Cunard line. The Ministry today informed the Foreign Office that it did not wish to state its position or to comment in any way on its at this time. It is understood the Foreign Office is holding the

matter in abeyance until the Ministry is in a position to take it up.

The railroad strike threw the Minister's system out of gear and its entire attention is given to combating the effects of the strike. It has been learned, however, that the United States Shipping Board's announcement with regard to the Imperator was a surprise to the Ministry and is likely to upset their arrangements for putting the vessel into service.

Owing to the pressure arising from the strike, the newspapers have made no comment on the decision of the Shipping Board. Heretofore the British have maintained that the German ships seized by the United States should be turned over to the Allies on the basis of proportional losses. The recent announcement that Great Britain would get the Imperator and other German vessels was eagerly welcomed.

Sir Ashley Sparks Expects to Get the Steamships.

There were no developments yesterday in the matter of the allocation of the Imperator and other former German ships to the Cunard line. The vessel remained at her Hoboken pier and officials of the Cunard line expressed themselves as content to wait for action in Washington.

"It is purely a question between the two governments," said Sir Ashley Sparks, head of the Cunard line in the United States, when he was seen in his office at No. 21 State street. "The Cunard line is not a party to the dispute. Altogether the ships are too expensive to be lying idle and undoubtedly they will come to us."

IMPERATOR SOON TO ELY FLAG OF GREAT BRITAIN

Big German Liner in U. S. Service
May Be Transferred.

The Imperator, the giant Hamburg-American liner now in the U. S. transport service, is to fly the British flag probably about Sept. 1, private information received here indicates. The transfer will be made because of negotiations at the Peace Conference. England first asked for a share in the 89 German ships seized here as a return for her submarine losses. President Wilson was reported to have opposed this, and to have suggested that the British take over German ships in German ports at the time the armistice was signed.

The Imperator displaces 52,000 tons, and is only slightly smaller than her sister ship, the Leviathan, formerly the Vaterland.

BRITAIN AFTER IMPERATOR AND OTHER VESSELS

Tells Supreme Council U. S.
is Violating Pact by Holding Them.

Paris, Nov. 17.—The status of the Imperator and other German ships aggregating 150,000 tons, now in possession of the United States, was discussed by the Supreme Council today. Great Britain has claimed that the action of the United States Shipping Board in retaining the vessels was a distinct violation of the agreement in the Supreme Council that the steamers should be turned over to the British as soon as they had finished transporting American troops. The British representatives today explained that England was crowded with men from the colonies eager to return to their homes in various parts of the world but whose return is being delayed because the United States is retaining possession of the German ships in New York harbor.

The Council took no action on the subject at today's session.

IMPERATOR IS SURRENDERED TO THE BRITISH

News of Shipping Board Decision
Simultaneous with Word They
Have Released Oil Tankers

The United States Shipping Board yesterday surrendered the steamer Imperator to the British Ministry of Shipping. E. M. Raeburn, director-general of the ministry, received the vessel and announced it would be turned over to the Cunard line for operation.

The vessel, second largest in the world, will be ready for service within ten days.

When the Shipping Board decided to disagree with the ruling of the Inter-Allied Council that the Imperator should go to the British, it caused serious interruptions with the plans of the Cunard line.

The Leviathan, as announced a few days ago, has been turned over to the American line and will be equipped with the White system of burning oil before she is put into service. It is believed the British will do the same with the Imperator, as engineers have said that only as oil burners can these two big vessels be operated profitably.

BRITISH RELEASE TANKERS.

Great Britain, apparently posted ahead on the attitude the Shipping Board would take in the disposition of some of the seized German tonnage, detained nine tankers owned by the Standard Oil Company, but operated under the German flag. It was felt in shipping circles that these tankers were held as hostages, pending the decision of the United States as to under what flag the Imperator should sail.

Simultaneously with the announcement of the British Government that the tank steamers had been released comes the decision of the Shipping Board to turn over the Imperator to the British Ministry of Shipping. American shipping men said yesterday that it was interesting to realize how well Great Britain seems to be posted.

Seven other former German passenger ships, allotted to the United States to bring troops back from France, aggregate 128,000 gross tons.

Minister Raeburn said no information had reached him as to the disposition of these vessels.

'OLD GLORY' IS HAULED DOWN ON IMPERATOR

British Ensign Run Up as Transfer of Giant German Vessel, Fruit of War, Is Completed

Shipping Board Enhances Great Britain's Sea Power—Several Other Vessels to Go Same Way

The Stars and Stripes surrendered yesterday to the British ensign. The transfer of the former German liner, *Imperator* from the United States Shipping Board to the Cunard Steamship Company was completed.

There was no ceremony, no outward expression of jubilation on the part of the new owners, but behind the walls of British offices there was rejoicing.

England's supremacy of the seas was enhanced by the action of Washington in upholding the contention of Ambassador Grey that the *Imperator* was merely "loaned" to the United States by the Inter-Allied Maritime Council and was not to be regarded as part of the indemnity the Powers have decided shall be paid by Germany.

GETS OTHER SHIPS, TOO.

With the surrender of the *Imperator* precedent has been set for obedience to the will of the Inter-Allied Maritime Council, which does not include an official representative of the United States Government. Following the *Imperator* to the British flag will go seven or eight other German vessels that were seized in German ports by the Inter-Allied Council after the armistice.

The Senate Foreign Relations Committee never acceded to the request of President Wilson that the United States be officially represented on the Inter-Allied Maritime Council. Instead Commissioner Robinson, of the United States Shipping Board, was specially detailed to it in an advisory capacity.

The Emperor's Flag Speaks

By JOHN O'KEEFE.



I WAS woven of sun-spun fleeces that my eagles brought from the sky;
I was 'broidered with white fires gleaming that had lived as the hearts of stars,
And I flew where the South wind ceases and the North drops to a sigh,
And my lovers laughed in their dreaming of moons that were scimitars!

*And now I am plucked from my height
And flung like a rag from the sight!*

I was barrier grim as granite when the Wrong's black regiments came;
I was soft as a new babe's pillow when in sorrow I wrapped my sons;
I was light to a long dark planet; I was saint to a penitent shame;
I was oil to the storm-tired billow; I was peace to the weary guns!

*And now they have put in my place
A flag with red lust in its face!*

I was spread for the loving guarding of this new, great child of mine—
O my child of a deeper paining than was ever in sea babe's birth!
And I fluttered at far bombarding as a cloud may dance in the shine!
I had won to my throne's attaining; I was queen of the queen of earth!

*And woe! I am swept from my throne
By one puny son of my own!*

AGREEMENT CARRIED OUT.

Comment of officials of the United States Shipping Board on the surrender summed the situation up as follows:

"The agreement was made at the close of the war that the United States should be given first crack at these ships for the transport of American soldiers home, and of cargo vessels for carrying food to the relief of New York. England was to be given the 'next crack.'

"The soldiers are back and the regular services now suffice for transport needs. Now England, in accordance with the agreement, is being given the use of the ships.

"It should be noted that if the opponents of the treaty succeed in their contentions the United States will not be represented at all on the Reparations Commission which will settle what is to be done with these ships."

ONLY AMERICA LOSES.

When Great Britain has had the use of the vessels for a time, it is presumed—only presumed—that they will be called back by the Maritime Council and allocated to some other Power, unless events so shape that Great Britain will not be called on to part with them. No vessels that were allocated by the Council to Great Britain have been taken back and turned over to any of the Allies. The United States, alone, has been called on to return tonnage.

There was never any doubt in the British mind that the *Imperator* and the other German vessels would finally fly the British flag. Officers and crews for them were organized in England and sent here months ago.

Meantime a whisper got abroad that there might be some hitch in the return of the *Imperator*, and soon word was received that eleven Standard Oil tankers had been seized by England.

There was then ground for barter, and Ambassador Grey was sent over to take care of British interests.

IMPERATOR TO BE TURNED OVER TO BRITAIN

Shipping Board Officials Refuse to Divulge Reason For Releasing Ship.

Washington, Nov. 21.—Settlement of the controversy over disposition of the German liner *Imperator* was indicated by Shipping Board officials, who intimated the ship would be tendered immediately to Great Britain.

Action with regard to the seven other German steamers in the same status had not been determined, it was said. It will depend, it was indicated, on final disposition of the tankers under the German flag, but American owned, now held in the Firth of Forth by direction of the Supreme Council.

The *Imperator* and the seven other ships were allotted to the United States after the armistice and were used to transport American troops from overseas. Great Britain had expected to obtain them when they had completed this service and the Cunard Line had arranged to place the *Imperator* in the New York-Southampton passenger service.

When the War Department had finished with the ships, it turned them over to the Shipping Board, which refused to surrender them to the British Ministry of Shipping at New York. While officials made no explanation, the general understanding was that this action resulted from the decision of the Allied Naval Armistice Commission ordering the American-owned tank steamers of German registry to be delivered at the Firth of Forth for allocation to Great Britain, France, Italy and Belgium.

Recently the Supreme Council at Paris directed that the tankers be held in British waters under the guardianship of Great Britain until a decision as to their final disposition had been reached.

Shipping Board officials would not give their reasons for offering the *Imperator* to Great Britain at this time. This ship and the *Leviathan* are the largest afloat, and it was announced some time ago that plans were being made for her operation in the transatlantic freight and passenger service.

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Shipping Board Officials Intimate That Dispute Will Be So Settled at Once.

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These Wait on Action on American-Owned Tankers Held by Supreme Council.

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THE NEW YORK TIMES. THURSDAY, NOVEMBER 20, 1919.

WILSON TO DECIDE FATE OF IMPERATOR

Disposition of That and Other German Liners Is Put in His Hands.

NEW CREWS ARE REQUIRED

Naval Reserve Men to be Withdrawn Nov. 25 Because of Reduced Personnel.

WASHINGTON, Nov. 19.—Final disposition of the *Imperator* and the other German liners delivered to the United States after the armistice awaits the decision of President Wilson, according to a statement made today at the State Department.

It was learned at the Navy Department today that naval reserve crews now assigned to the former German liners would be withdrawn on Nov. 25. This will present to the Shipping Board the problem of supplying crews to take the place of the naval personnel. Shortage of man power in the navy is understood to have made withdrawal of the crews necessary.

Great Britain has sought use of these ships both for transatlantic passenger service out of New York and for transporting troops of its overseas dominions. The Shipping Board, however, has refused to deliver them because of the action of the Allied Naval Armistice Commission in sending to the Firth of Forth for allocation among the Associated Powers the Standard Oil tank steamers which operated under the German flag before the war.

Recently the Supreme Council ordered the tank steamers held at the Firth of Forth under the guardianship of Great Britain until they could finally be disposed of.

Because of the general shortage of oil tank tonnage the world over, disinterested persons are understood to have made proposals to operate the ships under the interallied flag until their ownership is finally determined.

ONE ON THE IMPERATOR BY THE EARL OF LIMERICK

Major the Right Hon. William Henry Edmond De Ver Sheaffe Pery, fourth Earl of Limerick, who is at the Plaza, has sent to the *HERALD* the following lines on the *Imperator*'s maiden voyage under the British flag:—

The *Imperator* sails today
Upon her maiden trip
As a Cunarder brave and gay.
Tho' dry is every lip
And wet is every eye, I think
Th' environment is water,
For nothing else is there to drink,
So U. S. A. has taught her.
Still! water's very useful, for
It runs beneath our bridges,
And lets us wash, and, what is more,
When cold enough "refridges."
Then let us hope this gallant ship,
Avoiding all that's risky,
After a very pleasant trip
Won't finish Britain's whiskey.

NEW YORK HERALD, FRIDAY, DECEMBER 12, 1919.

THE IMPERATOR STEAMS AT LAST, GAYLY FLYING THE BRITISH FLAG



THE IMPERATOR LEAVING NEW YORK ON HER FIRST TRIP AS A CUNARDER * © PHOTO BY R. L. PHILLIPS, N.Y.C.

After several days of delay due to an investigation of the quantity of coal she had taken into her bunkers, the great steamship *Imperator*, once the pride of German hearts, steamed yesterday for Liverpool, flying the British flag and under the control of the Cunard line.

She had been expected to steam late Wednesday, and her 2,741 passengers were all on board, but tides were unfavorable and she had to wait until eight o'clock yesterday morning. With whistles blowing and the sun glistening from her newly painted red and black funnels, she backed out into the river from West Fourteenth street. A passing tugboat and two barges got in the way, but the big vessel slowed down until the little craft scurried out of danger. Swinging her bow down stream, the *Imperator* started on her course, under the command of Captain Charles Appleton Smith and Pilot Wells.

Men and women prominent on both continents were among the voyagers. Included were Sir Johnson Forbes-Robertson, Colonel George B. McClellan, formerly Mayor of New York, and many

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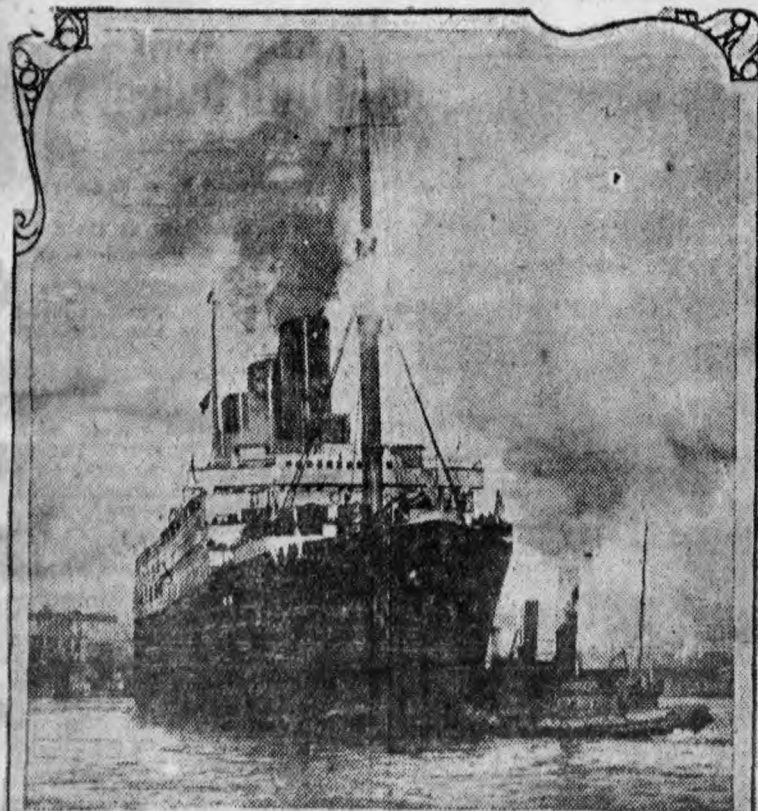
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IMPERATOR IS HELD HERE BY U. S. ORDER

**Big Ship Surrendered to British
Violated Fuel Order and Cannot
Sail, Says the Attorney-General**

Acting on an order from the United States Attorney-General at Washington, port authorities yesterday refused clearance papers for the former German steamship *Imperator* which was recently taken from the American merchant marine and turned over to the British Cunard Steamship Company.

The *Imperator* was to sail at noon to-day for Southampton with a heavy passenger list, including many notables. But she will be held up until Assistant United States Attorney George Winship Taylor determines whether the British have defied the American fuel conservation measures.

Under these regulations, the *Imperator* was permitted to take on 2,500 tons of bunker coal, enough to carry her to Halifax, the nearest British coaling station.

Federal authorities charged last night the British corporation had loaded 9,323 tons of coal in the vessel's bunkers.

It was also charged the Cunard Line officials openly defied the fuel authorities and ignored their warnings. It is said that after 6,000 tons had been put in the *Imperator's* bunkers, the Railroad Administrator warned the Cunard Line the fuel conservation edict had been violated. Federal authorities charge that even after this, 3,323 more tons of coal were placed aboard the vessel.

The result was the notification of the Washington authorities of the case and the quick order from Attorney-General A. Mitchell Palmer to refuse clearance papers for the big ship.

It was made plain last night that the Cunard Line would be forced to comply with the American coal regulations. Federal agents said that at least 6,000 tons of coal would be taken out of the ship before she could get her sailing papers.

It was also stated that it "was hoped the ship would sail on time" at noon to-day still held good.

It was explained last night that final settlement of the case must be made in Washington. Officials of the Cunard line said they bunkered the *Imperator* with the idea of having enough fuel placed in her to carry her all the way.

IMPERATOR FITTINGS SENT TO JUNK HEAP

Continued from First Page.

of wanton extravagance. Unable to discharge him, certain officials have, according to Mr. Hicks, attempted by roundabout methods to force his resignation, but he has consulted counsel for the purpose of obtaining his legal rights, and he is contemplating Federal court action.

IMPERATOR'S FITTINGS SENT TO JUNK HEAP

**Valuable Equipment First
Wrecked by Dumping
Into Scows.**

SAME ON LEVIATHAN

**Complaints Force Probe,
but Accuser Is Only One
Punished.**

MANY CHARGES MADE

**Inspector Refers to Inquiry as
a 'Farce Comedy'—Loses
Hoboken Job.**

Although the attention of the President was called many months ago to the wilful destruction of hundreds of thousands of dollars worth of property included among the fittings of the liners *Leviathan* and *Imperator*, the only official action taken on the matter to date has been in the nature of an attempt to punish a Government employee who called attention to the vandalism.

These facts appear from papers in an official investigation entitled "Hicks against the Army," upon which a public hearing was held March 25 at the army pier base at Hoboken, over which a Colonel of the army presided.

It further appears from the papers and stenographic minutes of this action that a vast number of things connected with the handling of army property about the Hoboken piers had been incorporated in complaints which a chief inspector had carried over the heads of the persons immediately in charge to officials at Washington, and had been made the basis of a mass of letters to Secretary Tumulty, to the President direct and to certain United States Senators.

Pass Taken From Him.

As an example of the extremes to which certain persons connected with the Army piers have gone to obtain revenge upon him for the exposures of their methods, Chief Inspector Hicks states that his pass to the piers was snatched from him one morning early last March when he went to Hoboken for the purpose of going to his desk, and that he was threatened with a beating. In depriving him of his pass, he states, a burly civilian employee tried to wrench the leather case which held it from his grasp and in so doing tore it in two.

Inspector Hicks is a man of advanced years who offered at the commencement of the war to take any post that might be offered him regardless of the salary in order that he might serve his country. In addition to passing upon vast quantities of life saving equipment for use on transports at the Hoboken piers and various other materials needed there, he inspected upward of half a million dollars' worth of equipment for the Army base at the Bush Terminal in Brooklyn. He received the highest commendation from several army officers.

He alleges that the assault referred to was committed in the presence of a Lieutenant attached to the Hoboken piers and upon the public street in front of one of the entrances to the property. The details of this also were gone into at the hearing on his charges, but as far as could be ascertained yesterday neither the Lieutenant nor the civilian who participated in the assault have been disciplined or punished.

Long List of Charges.

Some of these charges were to the effect that too much authority was given to foreigners over American citizens; that a ring of politicians had their "fingers in the pie" and were continually interfering with the administration of affairs in Hoboken in order to work their supporters into soft jobs; that many persons in authority were grossly incompetent; that affairs were mishandled in an inexcusable manner, and that untrained and inexperienced men were dictating to the trained and experienced.

One allegation was to the effect that a Captain who secured his commission on the recommendation of a United States Senator had a brother in Germany and had been in receipt of communications from him during the war and while he was himself in a position to know all about the sailings of the largest troopships.

Another was that a Major living near the piers caused Government employees to spend a good part of their time making regular household furniture and special children's furniture for his home, and that during war days he kept Government employees busy around his own house beating carpets and rugs, washing windows, sawing wood and doing various kinds of work.

The most startling charge, however, is that a fortune in kitchen and bakery fittings and other valuable appurtenances of the *Leviathan* and *Imperator* were dumped over the sides of those vessels into scows, and heavy iron fixtures were allowed to drop in great masses on top of them, completely destroying them.

Couldn't Buy Fixtures.

This is alleged to have occurred when the two vessels were being dismantled at their Hoboken piers preparatory to being converted from troopships to passenger carrying vessels at a cost that will reach about \$5,000,000 each.

A representative of the Cunard Line, to which the *Imperator* was allocated later, is alleged to have made an unsuccessful effort to buy some of the valuable kitchen fixtures of these craft. As they were being dumped from the sides of the vessels several persons who were familiar with the value of these articles are said to have remarked that it was a shame the Government should be permitted to destroy them in such a way.

When the job of wrecking all these valuable fixtures had been completed and the remnants of what had been the costliest kitchen outfits ever installed by this Government aboard a ship had been removed to Port Newark to be scrapped, it was estimated the damage was at least \$1,000,000.

All of these matters had been brought directly to the attention of the President by Henry Hicks, who served as chief inspector during the war and for some time thereafter, but the only result was the institution of a formal sort of inquiry which Chief Inspector Hicks in a subsequent letter to Secretary Tumulty referred to as a "farce comedy," and which accomplished nothing.

At the time this inquiry was ordered Chief Inspector Hicks, although he held the highest possible rating under the civil service and was qualified for his position, was ordered to give up his desk in Hoboken following his first complaints.

IMPERATOR IS HELD HERE BY U. S. ORDER

**Big Ship Surrendered to British
Violated Fuel Order and Cannot
Sail, Says the Attorney-General**

Acting on an order from the United States Attorney-General at Washington, port authorities yesterday refused clearance papers for the former German steamship *Imperator* which was recently taken from the American merchant marine and turned over to the British Cunard Steamship Company.

The *Imperator* was to sail at noon to-day for Southampton with a heavy passenger list, including many notables. But she will be held up until Assistant United States Attorney George Winship Taylor determines whether the British have defied the American fuel conservation measures.

Under these regulations, the *Imperator* was permitted to take on 2,500 tons of bunker coal, enough to carry her to Halifax, the nearest British coaling station.

Federal authorities charged last night the British corporation had loaded 3,323 tons of coal in the vessel's bunkers.

It was also charged the Cunard Line officials openly defied the fuel authorities and ignored their warnings. It is said that after 6,000 tons had been put in the *Imperator's* bunkers, the Railroad Administrator warned the Cunard Line the fuel conservation edict had been violated. Federal authorities charge that even after this, 3,323 more tons of coal were placed aboard the vessel.

The result was the notification of the Washington authorities of the case and the quick order from Attorney-General A. Mitchell Palmer to refuse clearance papers for the big ship.

It was made plain last night that the Cunard Line would be forced to comply with the American coal regulations. Federal agents said that at least 6,000 tons of coal would be taken out of the ship before she could get her sailing papers.

It was also stated that it "was hoped the ship would sail on time" at noon to-day still held good.

It was explained last night that final settlement of the case must be made in Washington. Officials of the Cunard line said they bunkered the *Imperator* with the idea of having enough fuel placed in her to carry her all the way.

IMPERATOR FITTINGS SENT TO JUNK HEAP

Continued from First Page.

of wanton extravagance. Unable to discharge him, certain officials have, according to Mr. Hicks, attempted by roundabout methods to force his resignation, but he has consulted counsel for the purpose of obtaining his legal rights, and he is contemplating Federal court action.

IMPERATOR'S FITTINGS SENT TO JUNK HEAP

**Valuable Equipment First
Wrecked by Dumping
Into Scows.**

SAME ON LEVIATHAN

**Complaints Force Probe,
but Accuser Is Only One
Punished.**

MANY CHARGES MADE

**Inspector Refers to Inquiry as
a 'Farce Comedy'—Loses
Hoboken Job.**

Although the attention of the President was called many months ago to the wilful destruction of hundreds of thousands of dollars worth of property included among the fittings of the liners *Leviathan* and *Imperator*, the only official action taken on the matter to date has been in the nature of an attempt to punish a Government employee who called attention to the vandalism.

These facts appear from papers in an official investigation entitled "Hicks against the Army," upon which a public hearing was held March 25 at the army pier base at Hoboken, over which a Colonel of the army presided.

It further appears from the papers and stenographic minutes of this action that a vast number of things connected with the handling of army property about the Hoboken piers had been incorporated in complaints which a chief inspector had carried over the heads of the persons immediately in charge to officials at Washington, and had been made the basis of a mass of letters to Secretary Tumulty, to the President direct and to certain United States Senators.

Pass Taken From Him.

As an example of the extremes to which certain persons connected with the Army piers have gone to obtain revenge upon him for the exposures of their methods, Chief Inspector Hicks states that his pass to the piers was snatched from him one morning early last March when he went to Hoboken for the purpose of going to his desk, and that he was threatened with a beating. In depriving him of his pass, he states, a burly civilian employee tried to wrench the leather case which held it from his grasp and in so doing tore it in two.

Inspector Hicks is a man of advanced years who offered at the commencement of the war to take any post that might be offered him regardless of the salary in order that he might serve his country. In addition to passing upon vast quantities of life saving equipment for use on transports at the Hoboken piers and various other materials needed there, he inspected upward of half a million dollars' worth of equipment for the Army base at the Bush Terminal in Brooklyn. He received the highest commendation from several army officers.

He alleges that the assault referred to was committed in the presence of a Lieutenant attached to the Hoboken piers and upon the public street in front of one of the entrances to the property. The details of this also were gone into at the hearing on his charges, but as far as could be ascertained yesterday neither the Lieutenant nor the civilian who participated in the assault have been disciplined or punished.

Long List of Charges.

Some of these charges were to the effect that too much authority was given to foreigners over American citizens; that a ring of politicians had their "fingers in the pie" and were continually interfering with the administration of affairs in Hoboken in order to work their supporters into soft jobs; that many persons in authority were grossly incompetent; that affairs were mishandled in an inexcusable manner, and that untrained and inexperienced men were dictating to the trained and experienced.

One allegation was to the effect that a Captain who secured his commission on the recommendation of a United States Senator had a brother in Germany and had been in receipt of communications from him during the war and while he was himself in a position to know all about the sailings of the largest troopships.

Another was that a Major living near the piers caused Government employees to spend a good part of their time making regular household furniture and special children's furniture for his home, and that during war days he kept Government employees busy around his own house beating carpets and rugs, washing windows, sawing wood and doing various kinds of work.

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TWO LARGEST SHIPS IN THE WORLD STILL REMAIN IDLE HER

Imperator and Leviathan Fast at Piers

KEPT OFF HIGH SEAS 16 WEEKS

Former German Liners Tied Up by Strikes, Red Tape and Delays in Reconditioning.

The two largest ships in the world, the Imperator and the Leviathan, lie at their former Hamburg-American piers in Hoboken, condemned to idleness through strikes, delays in reconditioning for passenger service, and international complications over the ultimate ownership of at least one of them, which have combined to keep these two giants off the high seas for a total of sixteen weeks.

No interned enemy vessels ever tugged more helplessly at their moorings during the war than these two great liners, ready apparently to get back into the business for which they were originally built, yet unable to stir or to turn a propeller while conditions remain as they are. What is the trouble? Why are they not in service? A separate answer must be made for each ship.

In the case of the Leviathan there is no contest as to ownership. She belongs to the United States. As the Vaterland she was first interned and later seized by the Government when the United States entered the war, and to-day, under the rules of war, she belongs to the United States, title clear. The Leviathan completed her last trip as a troopship on September 8 last. Under the terms by which the War Department had use of the ship during the war the army was required to recondition the ship for passenger service before turning her over to the United States Shipping Board.

Reconditioning the Leviathan was a big job. It was a case of undoing all the changes in accommodations and fittings which the army and navy engineers had made when the big ship was hauled out of the Hudson River mud and put into shape for war duty. Work was begun soon after the ship had arrived and was progressing satisfactorily up to the time of the longshoremen's strike. The anti-submarine guns and other war equipment had been removed and most of the interior troopship fittings, the "standee" cots and other things had been taken out.

However, the strike came before the work had been finished, and although ship carpenters and repair men are still able to do some work below decks, the scarcity of stevedores makes it impossible to remove the relics of her troopship days and finish the job.

It was stated at the office of the Shipping Board to-day that there was nothing the matter with the Leviathan otherwise. The reconditioning is nearly complete and the ship could probably be coaled and put to sea to-morrow if need be. However, the formal transfer to the Shipping Board has not yet been made. The Leviathan is still under the charge of the War Department, and while the longshoremen remain idle there is no telling how long the Shipping Board will have to wait for its biggest prize.

The case of the Imperator is an altogether different story. The Imperator, ranking next to the Leviathan in size, was in a home port in Germany when the war began and there she remained until it ended. She was one of eight German ships which were

placed at the disposal of the United States under an arrangement reached at the Peace Conference, whereby this country agreed to supply a certain amount of food to Germany. The other ships on this list were the Cap Finisterre, Moblie, Zeppelin, Pretoria, Prinz Friedrich Wilhelm, Graf Waldersee and Kaiserin Augusta Victoria. They are all now in this country and all but three—the Pretoria, Graf Waldersee and Kaiserin Augusta Victoria—have been reconditioned and formally delivered to the Shipping Board.

The Imperator has been in port since August 10, when she completed her last voyage as a troopship. As in the case of the Leviathan, the War Department was required to recondition the Imperator before turning the ship back. In the case of the Imperator it was not such a difficult job, as the alterations converting her into a troopship were comparatively slight. Nevertheless, there were delays of one sort or another, and it was not until October 9 that the Imperator was pronounced restored.

Meanwhile a dispute had arisen over the action of the Inter-Allied Council on Shipping in allocating eleven Standard Oil tank ships, which had been under German register and which had been held in German ports during the war, to several foreign governments. The United States protested this step, claiming that the tankers were American owned and should, therefore, be returned to the United States.

By similar action of the Inter-Allied Council, the Imperator had been allocated to Great Britain, the transfer to be made as soon as the ship's usefulness as a troopship was at an end. The War Department was directed by the Shipping Board to deliver the Imperator, reconditioned, to the British authorities, and a British crew arrived in New York some weeks ago ready to take over the big liner and sail her home.

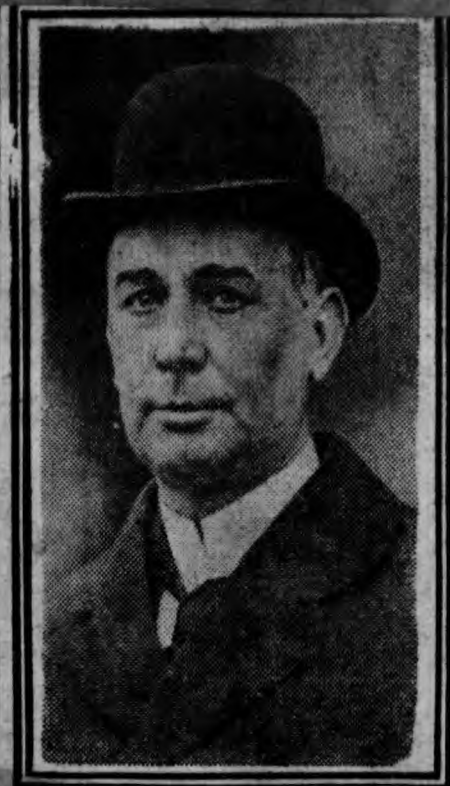
At about this point, however, the trouble arose over the allocation of the eleven oil tankers, and the Shipping Board experienced a change of heart with regard to the Imperator. Accordingly the War Department received instructions not to carry out the original order, but to deliver the Imperator, when reconditioned, to the Shipping Board. This was done.

The British crew which was to have sailed the Imperator back to England is still in New York waiting for its ship. The State Department in Washington has protested the disposition of the eleven American-owned oil tankers, but the Inter-Allied Council has not yet announced any change of policy and the tankers are still in the hands of French, British, Italian, and Belgian owners.

Almost any day may see a change in the situation which will untie the knot that binds the Imperator to these shores. A satisfactory solution of the allocation controversy would go a long way—but it would not free the ship completely. The longshoremen's strike would still have to be reckoned with, as it would in the case of the Leviathan, over which there is no dispute.

Meanwhile the two largest ships in commission merely stand and wait.

THE COMMANDER of the Imperator, Capt. R. Drace White, will today turn over the giant ocean liner to the British commander and crew, who have been waiting since August to take charge of the vessel. (Exclusive photo by our own photographer)



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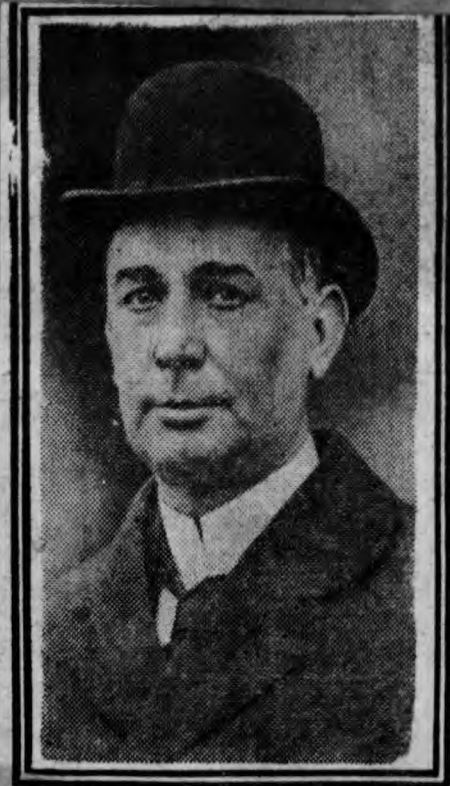
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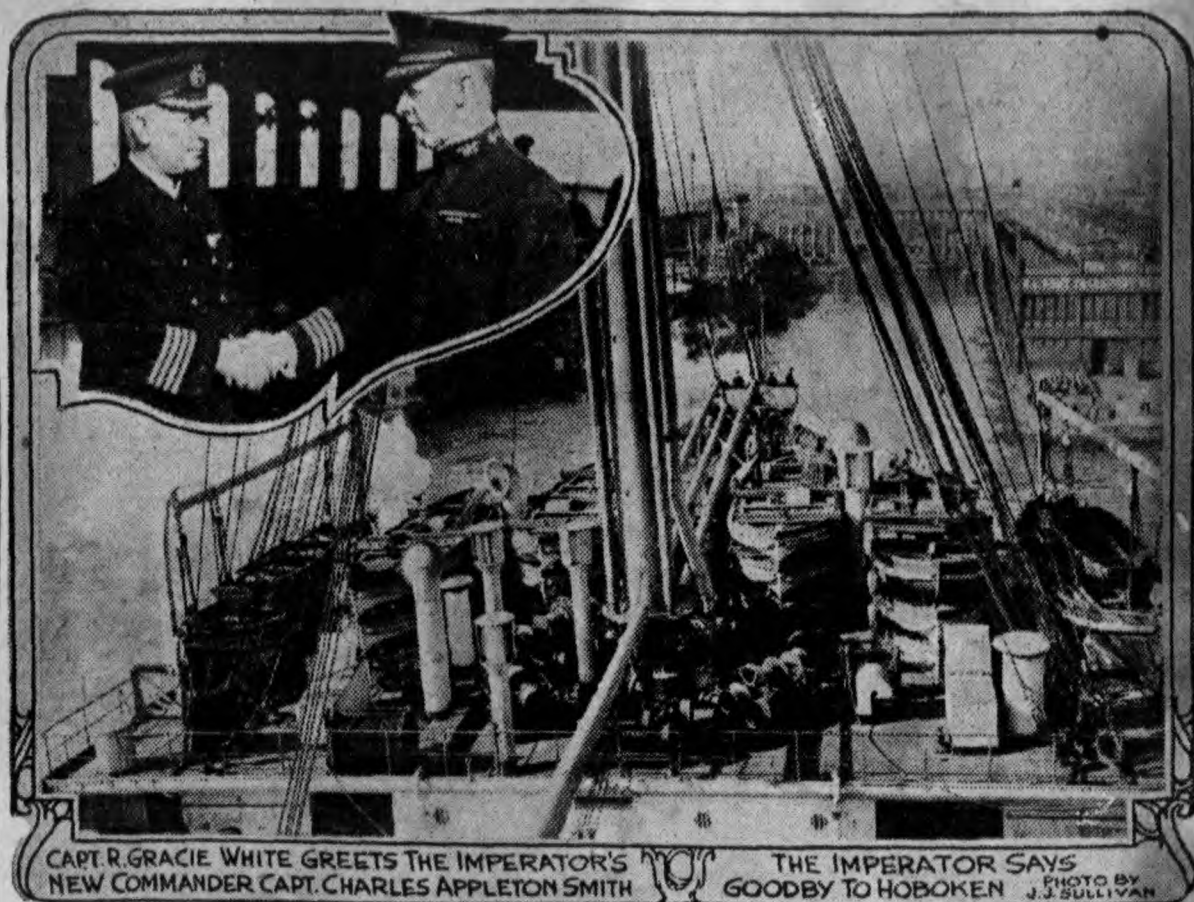
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United States Gives the Emperor Into Control of the Cunard Line



CAPT. R. GRACIE WHITE GREETING THE EMPEROR'S
NEW COMMANDER CAPT. CHARLES APPLETON SMITH

THE EMPEROR SAYS
GOODBY TO HOBOKEN PHOTO BY
J. J. SULLIVAN

Another chapter in the story of the crushing of Germany as a merchant marine power was written yesterday when the mammoth passenger steamship Emperor, the first of the vessels to be built of a length longer than nine hundred feet, was given over to the operation of the Cunard Steamship Company.

A bugle call marked the lowering of the Stars and Stripes from the taffrail of the giant steamship at the army pier in Hoboken. The flag was carefully gathered in the arms of an American sailor, with the care-taking crew of 200 men lined up on the after deck, gazing steadily at the lowering flag, with Captain R. Gracie White, who commanded the Emperor while she was a transport, at their head.

Gordon MacKenzie had the honor of blowing the bugle that ended the career of the Emperor as an American transport. Captain White read the formal communication sent to him, by the commandant of the Third Naval District,

which set forth in official terms the fact that the Emperor had been "placed out of commission" as a transport.

That made the way clear for the leaving of the American officers and men from the vessel and for the work of piloting the vessel across the Hudson and into her berth on the Manhattan shore, at the foot of West Fourteenth Street.

The north side of Pier 54, of the Cunard Company's wharf frontage, had been made ready for the reception of the Emperor. Captain Miller, the Cunard Company's marine superintendent and Captain Paley, the assistant superintendent, were on the deck of the Emperor when possession was relinquished by the American government. So was Captain Charles Appleton Smith, who commanded the Caronia when that passenger steamship, as a British auxiliary cruiser, remained off Sandy Hook on the lookout for German blockade runners and possible submarines during the war. Captain Smith will command the Emperor for the Cunard line.

Another important personage on board when she left the Hoboken pier, amid the shrieking of a hundred sirens and whistles from nearby river craft, was J. E. McCarthy, Sandy Hook pilot, who had charge

of the transfer of the big vessel across the Hudson. At his side on the high bridge was Captain Richard Wray, commodore of the Moore Company's tug fleet whose tugboat, the Nichols, was in charge of the fleet of ten tugs that pulled at long hawsers and pushed against the great side of the Emperor, steadying the big ship as she moved slowly across the Hudson.

The passage across the river required about thirty minutes. While Pier 54 was long enough to safely berth the Emperor, with about twenty feet to spare, the tremendous height of the steamship towered high above the pier structure and she can be seen many blocks away.

The Emperor was in Hamburg during the war and was one of the ships given up by the Germans after the signing of the armistice. At Brest she was taken over, on May 4, 1919, by Rear Admiral (then Captain) Casey Morgan, Captain R. Gracie White, formerly of the Northern Pacific and the Orizaba, commanded her while she carried American troops home.

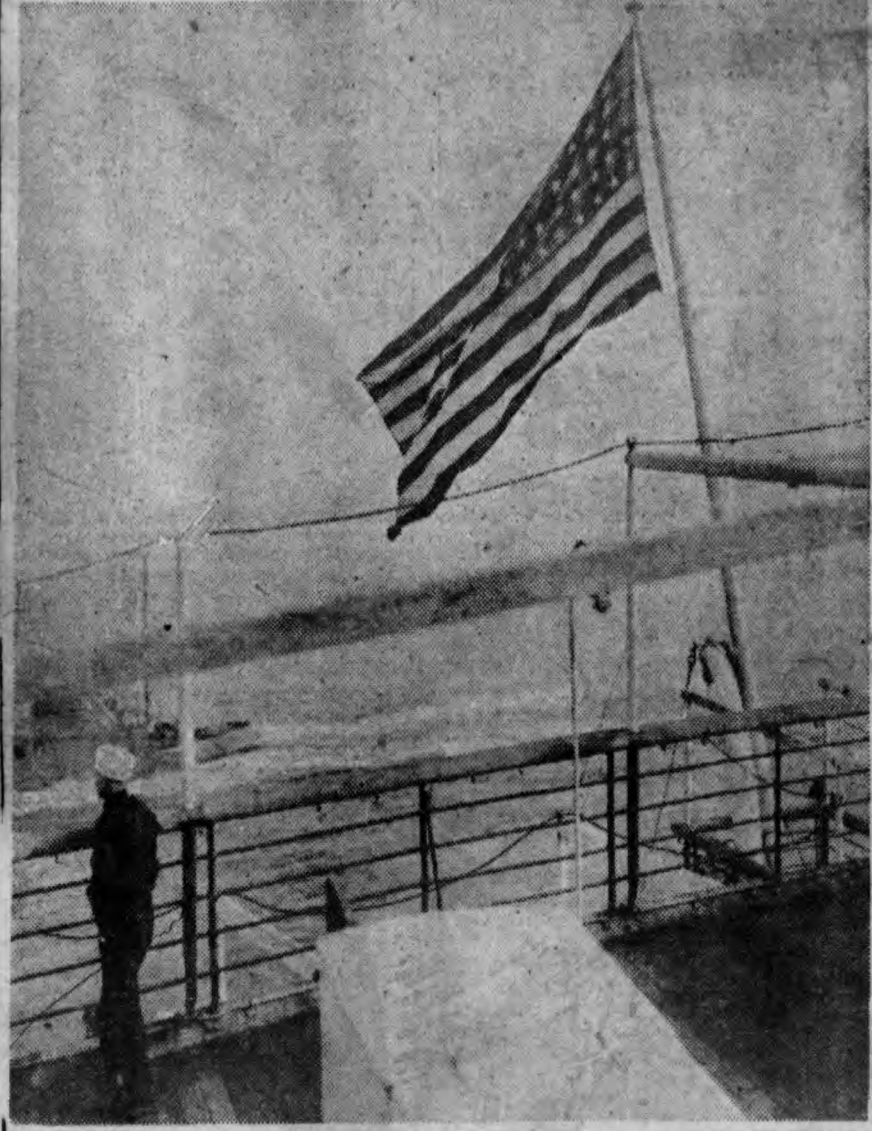
It was announced at the office of the Cunard line that the Emperor will steam for Plymouth, Cherbourg and Southampton on December 10.

New York News 102
Dec 11/19

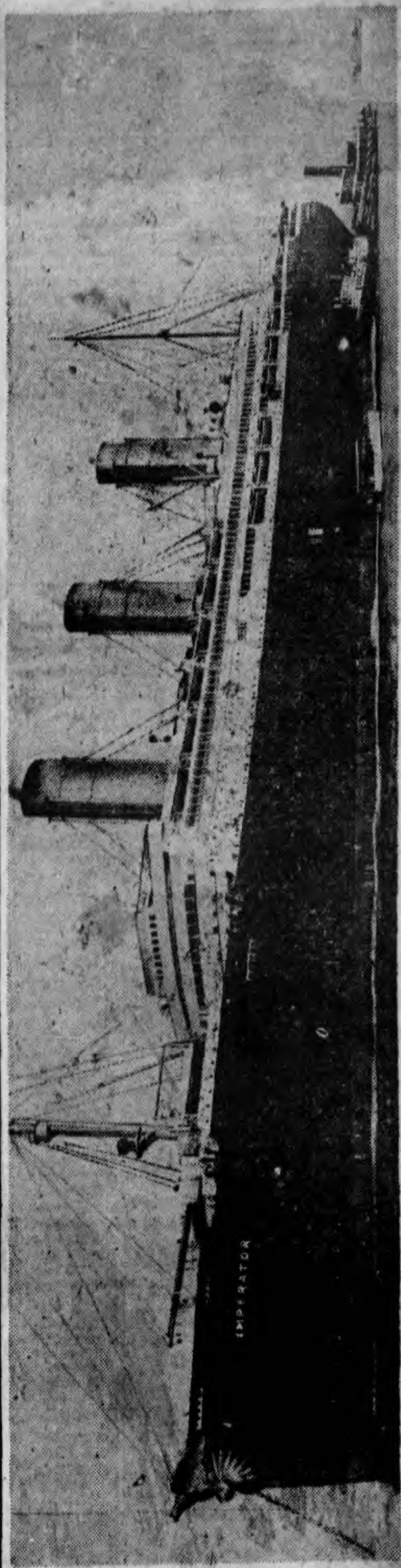
IMPERATOR WINS FIGHT TO SAIL FROM NEW YORK TODAY



AFTER MANY DELAYS and much parleying, officials of the Cunard Line and the British Government went to Washington last night and secured permission for the giant liner to leave New York. Earlier in the day it was announced at the Railroad Administration that the vessel had 3,500 tons of coal in excess of its allotment, and Byron Newton, Collector of the Port of New York granted clearance papers tonight after sanction had been wired from Washington. Permission for the departure of the ship was given on promise of officials of the line that the coal would be replaced within thirty days. On board the liner are many notables, among them being, from left to right: Sir Johnston and Lady Forbes-Robertson, Princess Francesco Rospigliosi, Col George B. McClellan, Sir Arthur Shirley Benn and Lady Benn and the Count and Countess E. Del Sera. (Exclusive NEWS-photo)

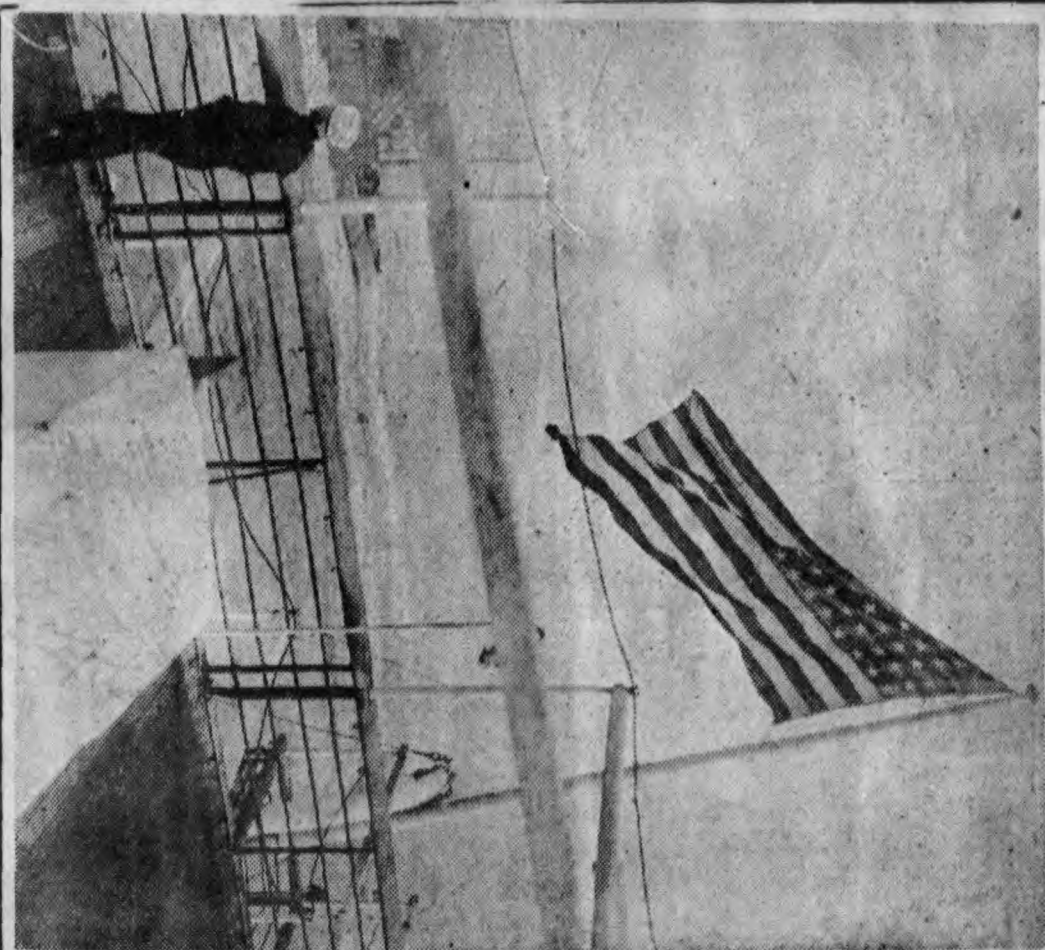


OLD GLORY will float no longer over the stern of the Imperator, but will be replaced by the Union Jack, when the transfer of the vessel is completed today. The British crew of one thousand men, sent to take over the vessel, have been taking the places of the American crew, the last of whom leave today. It is thought the British flag will not be raised until tomorrow, out of respect to the United States, although the vessel has been received for by the British commander.



AN INTERNATIONAL DISPUTE, which threatened to strain relations between the United States and Great Britain, has been settled by the transfer of the giant liner Imperator, formerly the property of the Hamburg-American Line, to the British Cunard Line. The Imperator was to have been turned over to Great Britain in August, but was held by the United States Shipping Board when a controversy arose as to the disposition of twelve German tank steamers detained by the British in the Firth of Forth, although they belonged to the United States in accordance with the ruling of the Peace Conference. The United States holds six other passenger liners, the Cap Finisterra, Graf Waldersee, Mobile, Pretoria, Prinz Friedrich Wilhelm and Zeppelin. Chairman Payne, of the Shipping Board, on the authority of President Wilson, has cabled Secretary Polk at the Peace Conference, suggesting the question of the ownership of the tankers and liners be left to future decision, and that the exchange be made without prejudice. (Exclusive photo by our own photographer.)

New York News Dec 11/19



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Release of the former German liner Imperator by the United States to Great Britain. Above—Capt. Charles Appleton, R. N. R., receiving the vessel from Capt. R. Drace White, U. S. N. At left—Hauling down the American flag, the final act of transfer.



N. Y. American
Nov 27/19

Britain Is Angered by Our Keeping 7 Ships

LIVERPOOL, Nov. 26.

THE POST says to-day that diplomatic negotiations are proceeding to bring matters to a head, owing to the attitude of the United States Shipping Board in refusing to hand over the seven remaining German liners, which action, it is said, is due to dissatisfaction with the decision of the Supreme Council in allocating the German tankers to France, Belgium and Italy.

The newspaper asserts there is really no connection between the question of the liners and that of the tankers, and it is suggested that the difficulty with regard to the latter arises from a claim by the American Government, on behalf of the Standard Oil Company, to ownership of them. The Post continues:

"It would appear, without full official knowledge of the exact inner history of this matter, that the Shipping Board has put the British Government to a very considerable expense and delayed the process of repatriation for reasons that can hardly be defended."

The other German vessels the British Ministry of Shipping is eager to place in operation are the former Hamburg-American liner Kaiserin Auguste Victoria (for the Cunard Line); the Graf Waldersee (for the Peninsular and Oriental Navigation Company, the Cunard line operating this vessel temporarily); the Prinz Friedrich Wilhelm, Cap Finsterre and Zeppelin (for the White Star line, British subsidiary of the International Mercantile Marine); the Pretoria and the Patricia (for the Ellerman line, the agents of which are Sanderson & Sons).

The officers and crews to man these vessels are already here, awaiting the release of the steamers by the United States Shipping Board.

"Do Give Up the Ship" Is the New Motto of the Administration

IN the good old days, Lawrence gave the American people the motto, "Don't Give Up the Ship." But the motto of the present Democratic Administration is, "Do Give Up the Ship If England Wants It!"

Below (on the right) is a photograph of the bridge of the *Imperator*, one of the greatest ships in the world, as she rode in the harbor of New York, with America's Star Spangled Banner, proclaiming her na-

tionality, on Monday, November 24, 1919.

On the left is the same *Imperator's* bridge as it appeared on Tuesday, November 25, 1919, one day later. See the Union Jack of England on the mast from which our flag disappeared on orders from our Washington Administration, when the *Imperator* was surrendered in New York harbor.



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IN the good old days, Lawrence gave the American people the motto, "Don't Give Up the Ship." But the motto of the present Democratic Administration is, "Do Give Up the Ship If England Wants It!"

Below (on the right) is a photograph of the bridge of the Imperator, one of the greatest ships in the world, as she rode in the harbor of New York, with America's Star Spangled Banner, proclaiming her na-

tionality, on Monday, November 24, 1919.

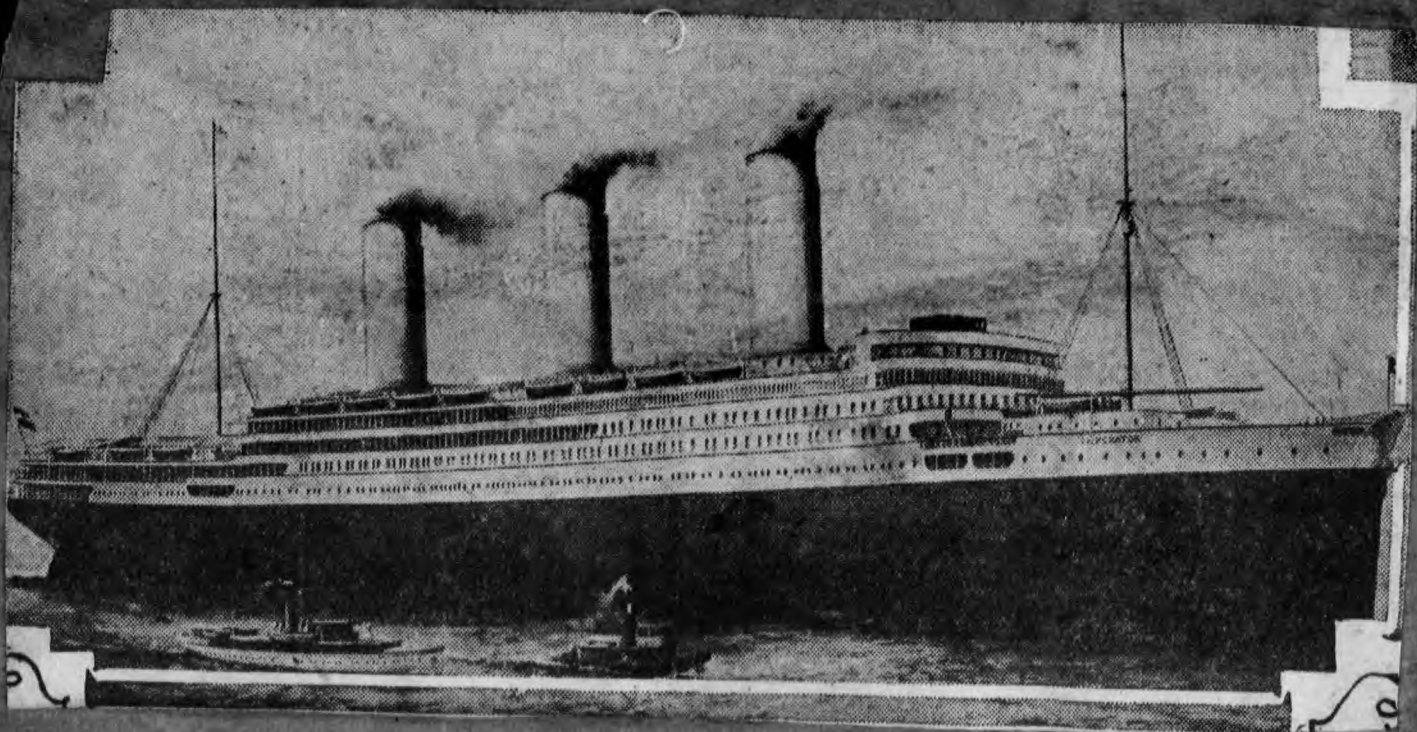
On the left is the same Imperator's bridge as it appeared on Tuesday, November 25, 1919, one day later. See the Union Jack of England on the mast from which our flag disappeared on orders from our Washington Administration, when the Imperator was surrendered in New York harbor.



New York American Nov 24/19 106



In the lower centre is a picture of the
Imperator as she looks at sea.



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PRICE FIVE CENTS

THE Fatherland

(TITLE REG. U.S. PAT. OFF.)

A Weekly

Vol. V

AUGUST 9, 1916

No. 1



CAPTAIN KOENIG AND THE "DEUTSCHLAND"

IS GERMAN AMERICANISM A FAILURE?

By Frederic Franklin Schrader

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Obsenei Nov 2/16



With compliments

Capt. P. Koenig.

THE FEAT OF THE DEUTSCHLAND.

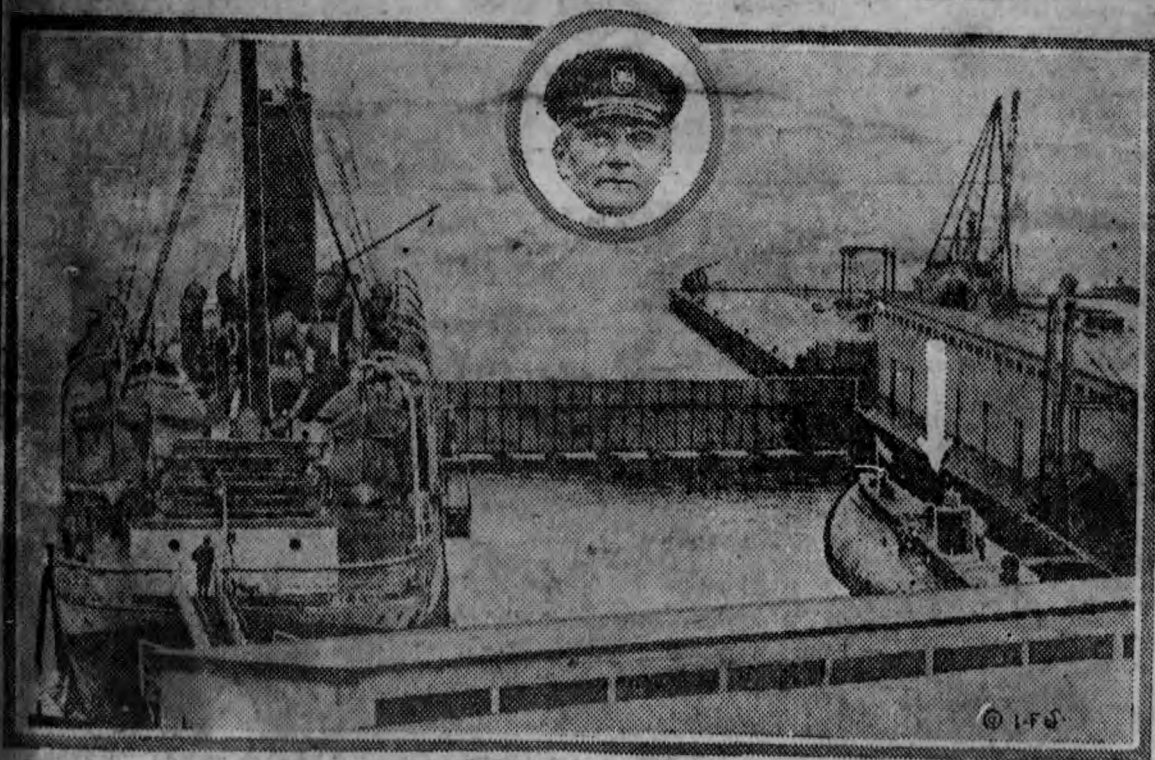
For the second time in a few months, not counting the achievement of the U-53, the seemingly impossible has been accomplished, the wildest dreams of a Jules Verne have been outdone and a submarine has crossed the Atlantic. There is no one who will begrudge to Captain Paul Koenig the honors he has so richly won nor fail to pay a tribute to his skill and daring in piloting his craft safely through a sea infested with hostile warships on watch to destroy him.

Another few years, a half century at most, may readily witness the realization of the dream of speedily transferring passengers across the ocean by regular lines of submarines as complete in equipment and comforts as the best liners of to-day, for what has been accomplished under the strain and stress of war is but a precursor of what can be accomplished under better conditions and with a further advance in the art of submarine navigation. Transatlantic aerial navigation, too, appears to be but a step ahead, and may become even sooner a reality.

At the same time more material considerations should not be forgotten. It is currently reported that the Deutschland has brought to our shores a cargo valued at more than ten million dollars, including dyes that are greatly needed and of medicines even more precious. That it will take back a cargo of goods most required to offset the effects of the British blockade need scarcely be added. Its voyage should also serve to remind us anew that the ocean is no longer a wall of defense and a means of isolation to this country, but an ever increasing medium of access to all who will to use it, and should thus serve to increase our determination to continue upon the policy of reasonable preparedness which has been mapped out and adopted.

Obsenei Nov 7/16

DEUTSCHLAND PROTECTED AS IF MADE OF GOLD.



CAPT. PAUL KOENIG.

The Germans have fenced in the merchant submarine Deutschland, which arrived at New London, Conn., November 1 from Bremen after another remarkable voyage, as if she were made of gold. The arrow points

to all there is of the submarine visible to the public. On one side is the State pier heavily guarded, and at the back a shed, which is guarded. Outside the German steamship Willehad, which had been interned in Boston Harbor, protects

her and a high board wall is swung into place from the bow of the steamer to the pier. Captain Paul Koenig and his crew, now on their second successful submarine voyage to the United States, will live on the Willehad while in port.

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Observer Nov 2/16



With compliments

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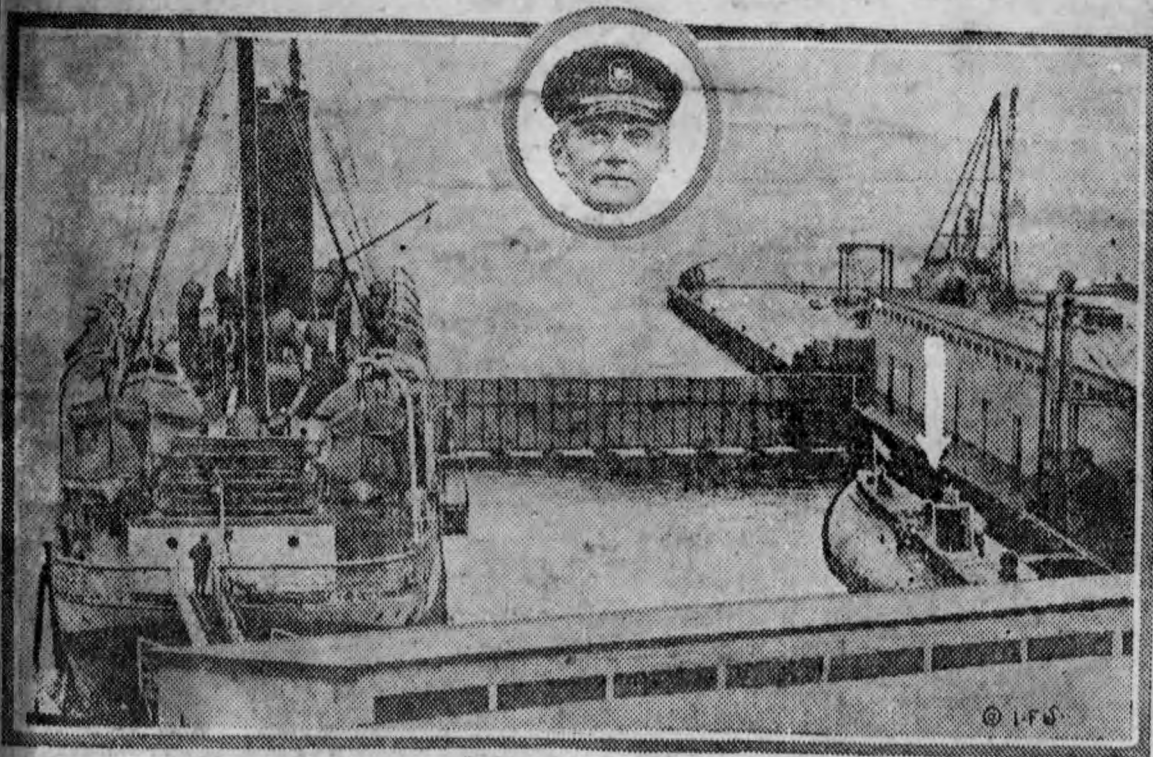
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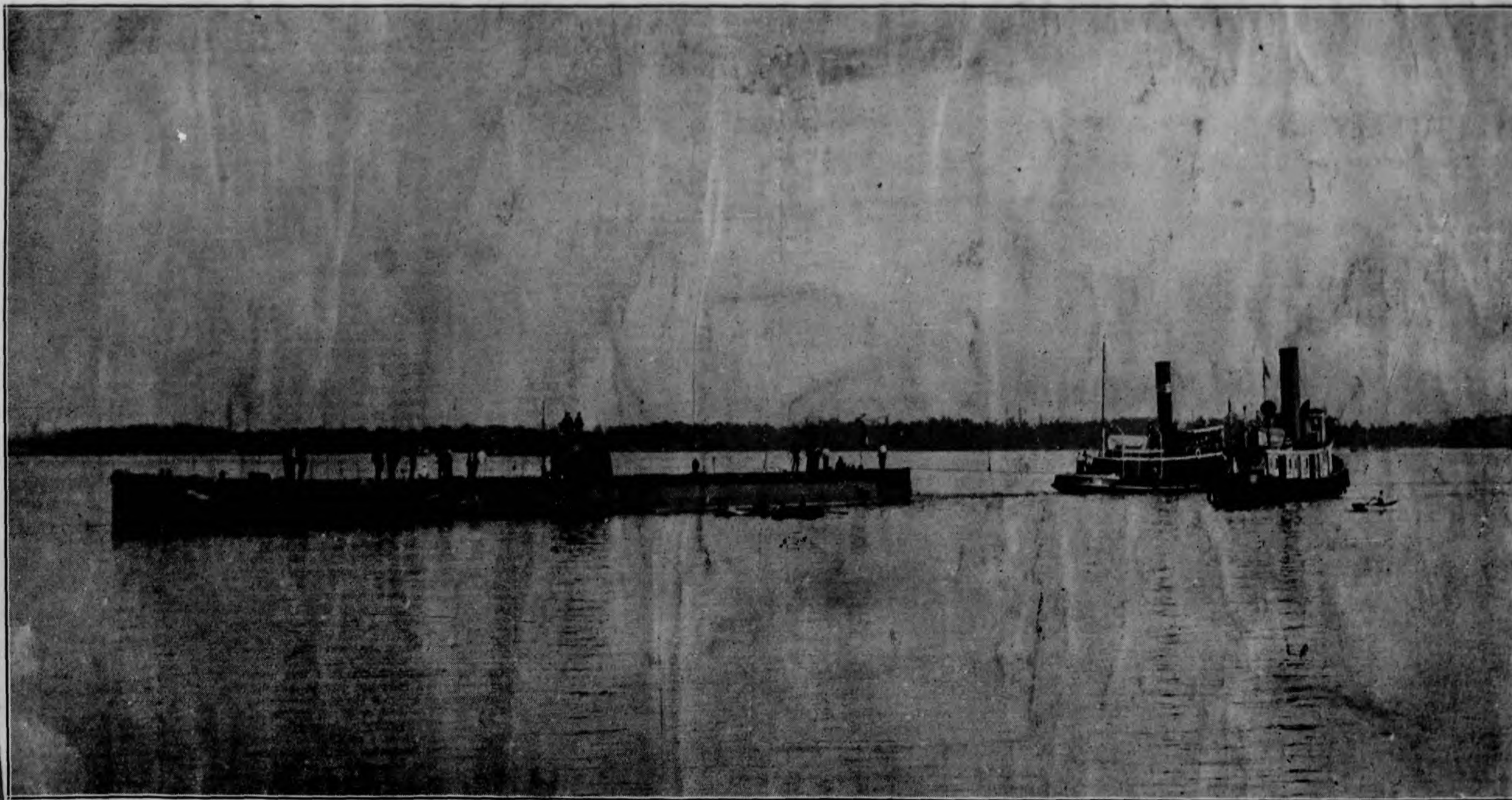
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New York Freeman Journal Aug 5/16

Submarine Deutschland Sails For Germany, Defying Warships of the Allies



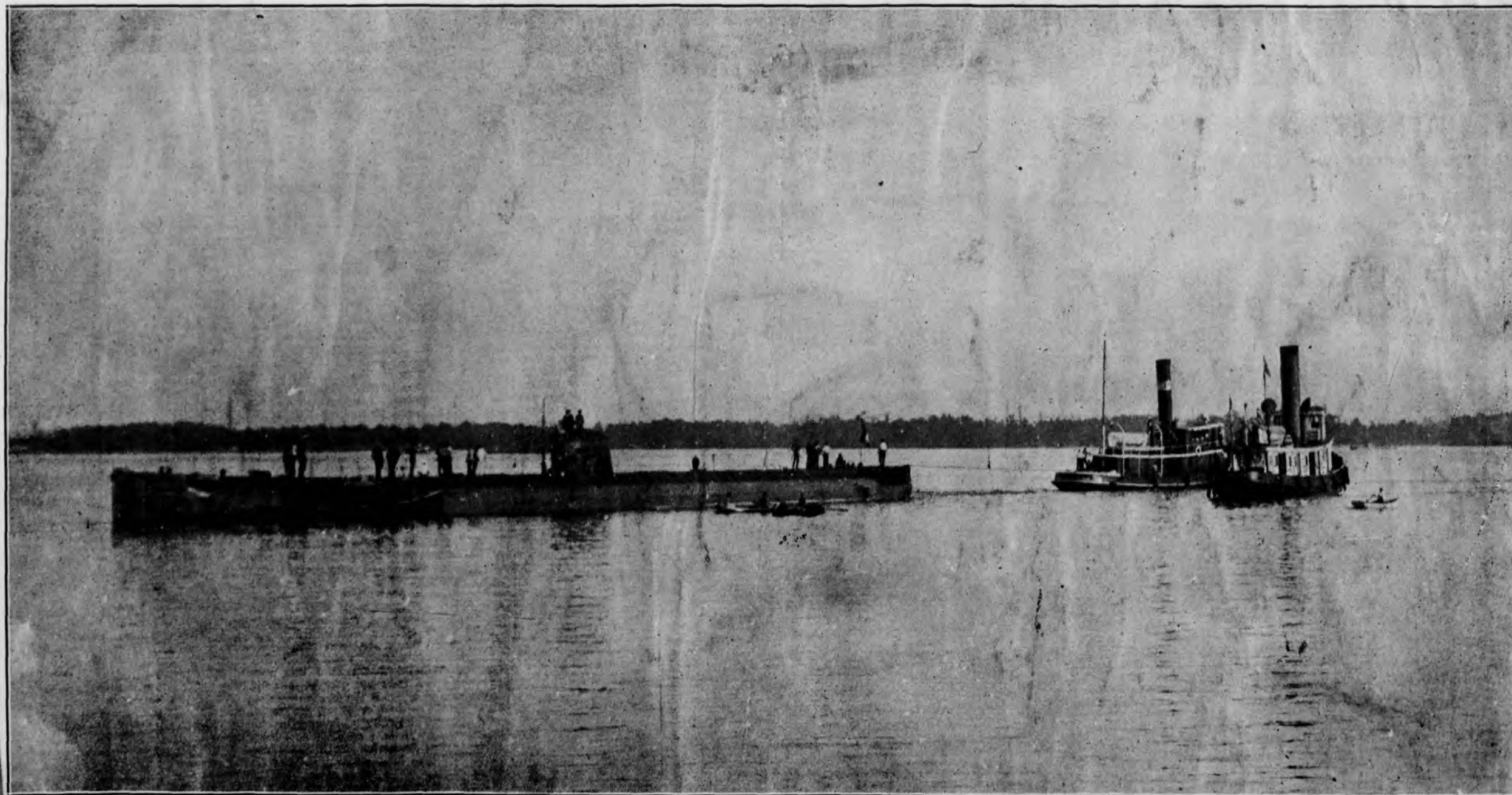
THE DAUNTLESS LITTLE DEUTSCHLAND AS SHE LEFT HER SLIP AT BALTIMORE ON TUESDAY EVENING. SHE WAS CHEERED AND SALUTED BY ALL THE STEAMERS SHE PASSED.

(Photo International Film Service)

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THE DAUNTLESS LITTLE DEUTSCHLAND AS SHE LEFT HER SLIP AT BALTIMORE ON TUESDAY EVENING. SHE WAS CHEERED AND SALUTED BY ALL THE STEAMERS SHE PASSED.

(Photo International Film Service)

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Hearty Godspeed Greets Captain and Crew On Their Homeward Voyage.

By Canon Runyon.
(Staff Correspondent N. Y. American.)

Baltimore, Aug. 1.—The Deutschland sailed late this afternoon—homeward bound.

The Deutschland passed Cove Point, Md., sixty miles south of here at 11:55 p. m.

Slipping along the surface of the water like a slim, green water snake, her own power kicking her forward, the little U-boat dropped down the Patapsco River shortly before 6 o'clock.

Pro-German, or pro-ally, no man who saw her go could help breathing in his heart of hearts a little prayer of God-speed.

She seemed so tiny and so fragile, as compared to the big hulks around her, and yet so bold and defiant as she went, catching the water with her green nose and flitting it high in air in white beads, that no man could possibly find it in him to wish her harm.

Her captain, the brave Koenig, the weatherbeaten little mariner who brought the Deutschland safely into port when all the world said such a thing could not possibly be done, stood in the conning tower as the U-boat crawled to sea.

Beside him stood the Baltimore pilot, who was showing the way out. Quietly the small hero talked to him as they watched the channel ahead.

Crew Waves Farewell to Crowds.

The men of the crew were scattered along the deck. They waved their hands and their caps when people on passing vessels waved at them. Everybody did that. Whistles tooted and voices whooped as the green boat floated down the river.

To-night the Deutschland is a shapeless lump far out on the dark waters of the Chesapeake Bay. The green nose still is boldly scattering the spray on the trackless maritime path that leads down to the Virginia Capes.

It is there the enemies of the little green boat are waiting to pounce on the tiny traveler—the war boats of the allies.

Everybody was thinking of them as the Deutschland left the town of Baltimore astern this afternoon.

The skipper of the New York American's dispatch boat is a profane man. He is not infrequently profanely anti-German. He peered from his pilot house with rather disapproving and hostile eyes this afternoon while steadying his craft to the starboard of the Deutschland so a flock of moving picture operators on the deck of his boat could get firm footing for their machines.

Skipper Wishes U-Liner Luck.

Then without notice he abandoned his wheel and came boiling out of the window of the pilot house on to the bow of the boat. He waved a soiled yachting cap at the Deutschland and in an excess of exuberance he stated:

"Boys, she's a plumb heller—that's what she is—a plumb heller.

"Go it, you game little devil," he yelled at the Deutschland. "I hope they don't git you now."

He got back to his wheel just in time to prevent the dispatch boat from fouling the Thomas F. Timmins. Some of the sailors on the deck of the Deutschland grinned broadly and waved in return. They probably did not hear what he said, but seemed to appreciate that he meant them well.

There was a Holland ship named the Westerdijk out of Rotterdam anchored in the river. A lone man was standing on deck when the Deutschland came in sight with her escort. The man was seen to turn and run, and presently a line of faces appeared at the rail of the Westerdijk.

Dutch Sailor Cheers Deutschland.

They were the numbers of the crew of the Hollander, and the man had summoned them from hard work, judging from their garb. They were all in their undershirts. They stood there very stolidly watching the submarine, and there was not a sound from the group and not a hand waved until the Deutschland was almost past.

Then a half-dressed, sooty-looking little man in the centre of the line yelled and flourished a hat. Neutrality could not suppress him any longer.

It wasn't much of an escort that saw the Deutschland down the river. There was the Timmins, the big, hulking tug

that was bought in New York by the Eastern Forwarding Company, American agents for the submarine, to act as a sort of tender for the Deutschland.

The Timmins still is with the submarine to-night. Chock-a-block with coal and provisions, the Timmins probably will stick to the Deutschland until she makes the dive for the wide open sea beyond the Capes.

Captain J. Frederick Hinsch, of the war-bound and weather-tarnished German liner, Neckar, who has had much to do with the affairs of the submarine here, was on the deck of the Timmins as the Deutschland went down the river. Fat, proprietorial, the master of the liner stood in his shirt sleeves with a pair of glasses in hand, and watched every movement of the undersea vessel.

Now and then he tried to wave or shout at one of the other boats in the escort. There was the Government tug, Wissihicken. It followed right alongside the Deutschland. It was the protection given the submarine on her passage out by this Government—the same protection, or nearly so, that would have been given a yacht race.

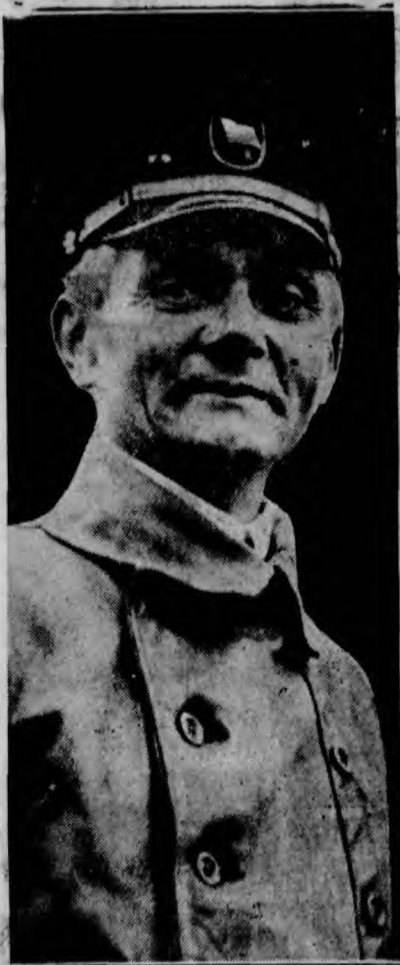
The purpose of the Wissihicken, presumably, was to keep the course clear and to keep any vessels from interfering with the Deutschland. Its duties were light.

A few motor speed boats and yachts carrying newspapermen chased the Deutschland out, but always gave her plenty of sea room.

CREW ENJOYS ESCORT.

As a matter of fact, the Deutschland did not seem as chary of followers as had been believed. The men seemed to rather enjoy the escort.

Behind the submarine moved the Baltimore police boat Lanan. This was the city's contribution by way of protection. The Lanan had nothing to do but try to keep up with the procession. The



Cheery-faced Captain Koenig of the Deutschland. He is as modest as he is brave.

—(Photo, C. Underwood & Underwood.)

Deutschland was stepping off about eight miles an hour when she got straightened out on her course. That was a little too fast for many of her followers.

Up to the last day or so there had been several English and Italian ships moored in the Patapsco River just off the berth of the Deutschland. One by one the tramps have loaded and gone away. They caused the submarine people some perturbation while they were here. Night after night the Timmins

would keep her big searchlight playing over the freighters. This morning the Timmins, and the launch Efco dragged the bottom of the river from the berth of the Deutschland out to the main channel.

About 8 o'clock this morning there were signs of great activity around the berth of the U-boat. Officers and members of the crew could be seen coming down the gang-plank that led with a sharp dip to the deck of the submarine. Nearly all were in khaki uniform but some wore civilian attire. The men have been sleeping and eating aboard the Neckar.

The crew of the Neckar was at the rail of the big liner as the men of the Deutschland went down the gangplank. Officers of the submarine could be seen shaking hands with the officers of the passenger boat. Most of the people were carrying bags or bundles.

About 4 o'clock the Wissihicken came into the river, and presently the Lanan appeared. The Efco came out and removed the booms, or logs, with which the berth of the Deutschland was kept surrounded. The Wissihicken, the Lanan and the Timmins then all crawled up close to the submarine and waited.

It was a clear day—hot, but clear. The water of the Patapsco was smooth. The rollers squirted from under the big tugs oilily and lazily.

The Wissihicken and the Lanan moved out and formed a sort of team leading to the main channel. At 5:30 the Timmins began backing in between the old red freight barges up to the submarine.

The Timmins was going ahead again. Now from behind the last old red

freight barge in the line appeared the stern of the Deutschland. The men of the Neckar, lined up against the rail, and all leaning far over, began to clap their hands. The people on the boats and on the shore took up the salute.

The Deutschland's conning tower, with Koenig and Pilot Coleman standing together slid into view. A wreath of flowers was hung against the side of the conning tower. Now all the boat could be seen from the black stern, along the fat, bulging belly to the green nose.

The government boat, and the police boat and all the other boats around set up a whistling. The men of the Neckar massed on the after deck and led. The men on the Deutschland came up at them, standing on the top of the whale-shaped structure flat down in the water, and waved and shouted.

TIMMINS LEAD

The Timmins pulled out into the channel, dragging the submarine after it at the end of a long line. The other boats formed in a semi-circle at a respectable distance. As the submarine reached the post that marked the channel, there was a great clatter in her insides and a great splashing of water at her stern.

Her engines were going. Slowly she began turning in the channel, the water flying high. The little Efco still clung to her nose, but as the Deutschland straightened away in the stream, some of the crew cast off the line to the Timmins.

There was a momentary pause. Then without preceptible effort the long green boat moved forward. The water began lifting from her nose.

"She's off," passed the yell along the river.

The Deutschland is supposed to be carrying, besides much rubber and nickel, something like \$4,000,000 in gold. She is the first vessel to bring the German flag into this port in two years, and the first to take it out.

Freeman Journal III
 Popular Mechanic
 Aug 1916

Aug 5/16
 Vanishes In Fog

Heavy Haze Makes Conditions Perfect for Submersible to Escape.

Norfolk, Va., Aug. 2.—The German cargo submarine Deutschland having passed Tangier Island fifty miles up from Cape Charles, at 6 o'clock this morning, had not been heard from nearer Norfolk at 8:30 A. M., and in this port it was believed she might not come into Hampton Roads until night-fall.

Some possibility that the Deutschland would shoot on out through the capes without touching here was seen in the fact that the thick weather of early morning made conditions perfect for the hazard. The heavy haze concealed boats at a distance of two miles.

Haze Hides Allies' Warships.

This same haze has hidden the warships of the allies lying somewhere outside and caused the commander of the U. S. S. North Carolina to bring the American neutrality protector inside Cape Henry, where she waited early this morning for the Deutschland to appear.

Almost every one here, says the N. Y. Sun, seems to be hoping that the Deutschland will get away. Contrasted with the warships waiting outside, the Deutschland has become the "little submarine," not the "giant" she was called on her arrival from Germany, and the opinion is generally expressed that she will prove invisible to the British gunners.

High seas are reported off the coast and this causes the opinion that the use of motor boats by the allied patrol will be prevented.

With all conditions considered mariners here are convinced the chances favor the escape of the undersea freighter.

The "Deutschland" alongside its tug "Thomas F. Timmins," which awaited its arrival off Cape Henry. The vessel completed the voyage from Helgoland to quarantine below Baltimore in 16 days and at no time during the trip was in any danger. Most of the distance was traveled on the surface.

Diagram Gives Idea of Interior Arrangement of Boat: 1, Motors; 2, Officers' Quarters; 3, Kitchen; 4, Disappearing Mast; 5, Diving Mechanism; 6, Engine Room; 7, Storage Batteries beneath 6; 8, Alley Ways; 9, Conning Tower; 10, Cabin and Mast.

Showing the Deck, Conning Tower, and Some Members of the "Deutschland's" Crew. No one aboard the vessel, not even the captain, had navigated an under-sea boat previous to going aboard this one. Each is an experienced sailor, however, and was given instructions at Helgoland.

PHOTO COPYRIGHT, INTERNATIONAL FILM SERVICE
 Captain Koenig, who brought the first merchant submarine "Deutschland" across the Atlantic.

Popular Mechanic
Aug 1916

112

Youth Companion
July 27/16

GERMAN UNDER-SEA FREIGHTER "DEUTSCHLAND"

CARRYING a million-dollar cargo composed chiefly of dyestuffs, the North German Lloyd submarine merchantman, "Deutschland," emerged from the darkness off Cape Henry early in the morning, July 9. Before the following midnight it arrived at quarantine, four miles below Baltimore, safe after a sensational, although uneventful, 16-day voyage of about 3,800 miles across the Atlantic. This, the first under-water freighter ever used in commerce, thus eluded enemy war vessels that for days had waited restlessly off the Virginia Capes to prey upon it, and completed its epoch-making journey into American waters.

Excluding great disasters and battles, no maritime event in recent years has created such a stir either here or

abroad as the docking of the "Deutschland" at Baltimore. In weighing the true importance of this ship's visit from blockaded Germany, however, there are a number of things requiring consideration which at the outset were apparently overlooked by the majority of Americans. Although remarkable, to be sure, the successful passage of the craft was not unique. Months ago 10 American-made submarines put out from Montreal for Portsmouth, an approximate distance of 3,600 miles, and reached their destination without mishap. Some of these craft were then immediately dispatched to the Dardanelles, making a total voyage of some 7,000 miles. German under-sea boats have cut their way to the Aegean and other distant waters, and it will be remembered that the "U-51" made the 4,000-mile trip from Wilhelmshaven to the Dardanelles.

The "Deutschland" has an over-all length of 315 ft., a 30-ft. beam, and a displacement of about 2,000 tons. Its twin screws are turned by two six-cylinder, Diesel-type 600-hp. engines. None of these figures is unusual.

THE DEUTSCHLAND.—On July 9th, the first submarine merchant vessel, Deutschland, came in between the Virginia capes and passed up Chesapeake Bay to Baltimore. The vessel left Bremen three weeks before, with a cargo of seven hundred and fifty

INTERNATIONAL FILM SERVICE



THE "DEUTSCHLAND."

tons of chemicals and dyestuffs. It avoided the British blockade and passed through the English Channel submerged. Most of the voyage it made on the surface, sinking only when other vessels were sighted. The boat is three hundred feet long and carries no armament of any description. Accordingly, the customs officials at Baltimore granted it the status of a merchant vessel and did not demand that it intern. Captain Koenig said

that he should take back a cargo of rubber and nickel, and added that other submarines like the Deutschland were building, and would soon be in service between Germany and the United States.

Literary Digest
July 22/16

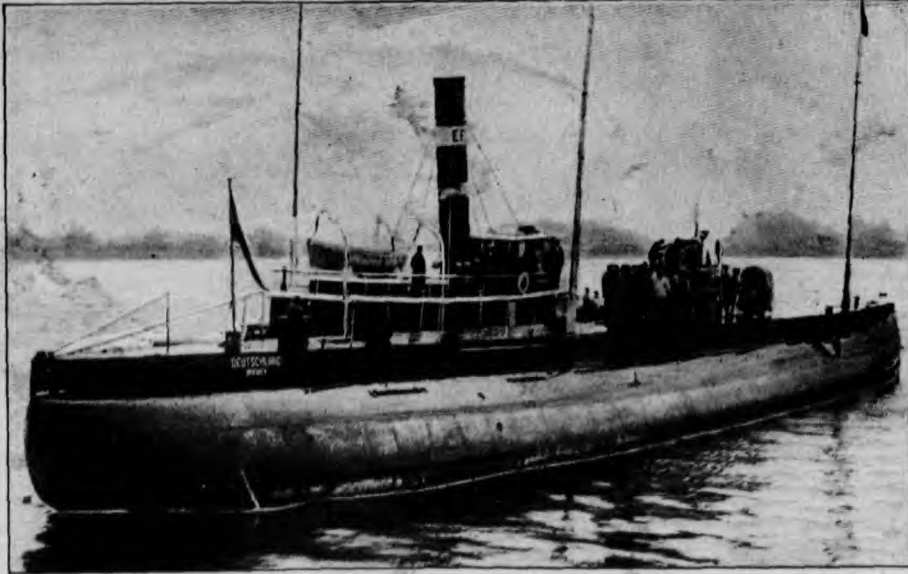


U. S.—"Haven't a Lusitania settlement on board, have you, Captain?"
—Carter in the New York Evening Sun.

The Literary Digest for July 22, 1916



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THE FIRST TRANSATLANTIC SUBMARINE-FREIGHTER AND HER CAPTAIN.

The Deutschland as she lay in Baltimore harbor, with an attendant tug close behind her. She has no guns or torpedo-tubes. The cargo-holds are beneath the bulging sides. According to Captain König (at the left), she is but the first of a fleet of submarine-freighters which will seek American ports in defiance of the British Navy to bring us dyestuffs and drugs and to take back the supplies Germany needs most.

WILL THE DEUTSCHLAND GET BACK TO HER HOME PORT?

"We Will Clear and Announce Our Departure Like Any Other Merchantman," Her Captain Asserts

(Specially written for The Tribune Magazine by T. J. Ross, staff correspondent of The Tribune at Baltimore.)

THERE is just one popular topic of discussion in maritime circles these days—just one favorite betting proposition among amateurs and professionals of the sea. Every old sea-dog in the ship chandleries along the coast interrupts a puff on his corn-cob pipe to ask his matie the same stirring question—Will the Deutschland get back to her home port?

Some day, probably during the current week, this sea-green submersible will glide out of her berth on the Patapsco River, sail down Chesapeake Bay to where the Virginia Capes form a gate to the broad Atlantic and dash for the open sea. The game will be on. The hare will be prey for the hounds if they catch her.

There can be only one of three denouements to the half-finished exploit of this modern Nautilus, but the odds are in favor of the successful completion of the voyage home. The Deutschland may win out. Her skipper believes it will be easy to accomplish, and any one who has talked to the sea-tanned submarine master, who piloted his wondercraft on the pioneer undersea freight-carrying trip that history records, realizes that his is no idle boast.

But what if the vessel fails? That's the fascinating feature of the enterprise. Suppose she never returns to the expectant populace of Bremen to receive the plaudits of a whole nation. It is well within the range of possibility that the Deutschland may be caught by a British man-o'-war and towed to an enemy port. She would be the proudest prize of the war, no doubt. Then again she may never be heard from again after she drops her pilot in Hampton Roads and bids farewell to American shores.

Some think it was just plain luck that brought the submarine to Baltimore in safety. But it was scarcely that only, even if one disregards for the moment the German genius that devised a capable craft and executed the initial steps in the trading enterprise she represents. One could not talk with Captain Paul Koenig, skipper of the Deutschland, and hear him tell ever so modestly how he and his crew drank champagne and sang to the strains of a phonograph far below the waters of the English Channel while hostile warships raged above him and still believe it was good fortune alone than won for him success.

"We will get home safely," this captain asserts so determinedly that one must believe him. "We will clear and announce our departure like any other merchantman—then we will go out. Six, ten, a dozen cruisers

may be outside the territorial waters of the United States, but they will not stop us. It will be easy. A submarine, you know, always sees another vessel first. She never lets herself be seen."

That is Captain Koenig's creed, and experienced mariners in the Chesapeake waters feel certain that he can carry out his intention with no more danger of failure than he experienced coming to America. When he guides his craft out between Cape Henry and Cape Charles, he will have before him a fifty mile gate-way to cross the three-mile limit. Then the broad Atlantic is his for whatever chase may wait for him. It seems a certainty though that the Deutschland could glide out past the territorial line right under the keel of a waiting warship and never be seen by enemy eyes.

The character of the vessel itself is its best assurance of a safe journey home. It sees the enemy before the enemy sees it. It can submerge in one minute, the skipper maintains, and lie on the bottom indefinitely if needs be or stay suspended beneath the waves for four days without rising to the surface to recharge the batteries. The fact that it is so easily submerged and can remain undersea so long is the strongest factor in favor of the craft.

On the other hand, aside from capture or destruction by a hostile warship, the greatest peril lies in the possibility of a mechanical failure. The United States naval experts who examined the interior of the Deutschland marvelled at her mechanism. Her two Diesel engines, of 500 horsepower each, and all their complementary apparatus excited wonder in their eyes. And they learned, too, that tucked away in some snug place on board is a duplicate of every important part of the submarine's complex machinery.

Even while she is running on the surface of the water it is difficult to see the Deutschland at any considerable distance away. With her cargo capacity of 900 tons taken up she draws seventeen feet of water, and that line marks a change in the color of the lower part of her hull—a battleship gray—to a perfect sea-green. Her whole superstructure is painted that color. It matches the sea by design, and the match is a good one.

Anyone familiar with Chesapeake Bay and its opening to the ocean sees readily why Captain Koenig does not fear that his departure may become known. To traverse the 175 miles from Baltimore Harbor on the Patapsco River to Old Point Comfort, which is about opposite the middle point in the gateway between Cape Henry and Cape Charles, judging by the voyage up the bay last Sunday, will take the skipper about fifteen hours. The captain can go all the way on the surface or submerge before he reaches Hampton Roads as the humor strikes him.

It will be a simple matter so to calculate his clearance of the port of Baltimore to arrive at a point inside the Virginia Capes at night. And suppose he takes a notion not to submerge. He would not have to. He could sail right out beyond the three mile limit and not even a fleet of vessels in Hampton Roads, let alone a few hostile cruisers off coast, would know that he had left unless they stretched themselves in a chain across the mouth of the bay and watched for him to pass.

A periscope the size of a hat—figuratively speaking—is not an easy thing to sight in broad daylight. Suppose an agent of the Allies followed the Deutschland and her escort,

the tug Thomas F. Timmins, down the Chesapeake from Baltimore. Captain Koenig could have almost as much fun as he had with the British men-o'-war in the English Channel. When he reached the broad end of the bay, he could fill up his water tanks, sing out a merry "ha ha" to his pursuers and disappear beneath the waves. Then who could pick him up or say whether he had taken to the Atlantic or was playing his phonograph at the bottom of the bay?

So much for getting out. As Captain Koenig confidently remarks: "It is easy." And when the Deutschland glides over the three-mile limit or under it, as the case may be, what enemy ship is going to find her by design? It is then that luck will play a hand in the game. Captain Koenig's creed, "We just sink when we see something," if carried out is protection against even luck playing favorite to the enemy craft. But suppose that the submarine trader is overhauled. How will the submarine romance end?

A few days ago Captain Koenig was asked by The Tribune correspondent:

"Suppose, captain, that when you got outside the protecting waters of the United States, a destroyer came at you so quickly that you could not submerge. What would you do? Surrender?"

"I don't know," he replied. He flushed, hesitated, seemed even flabbergasted that the question should be raised. Then he added: "I can't discuss that. The moment would bring its own decision."

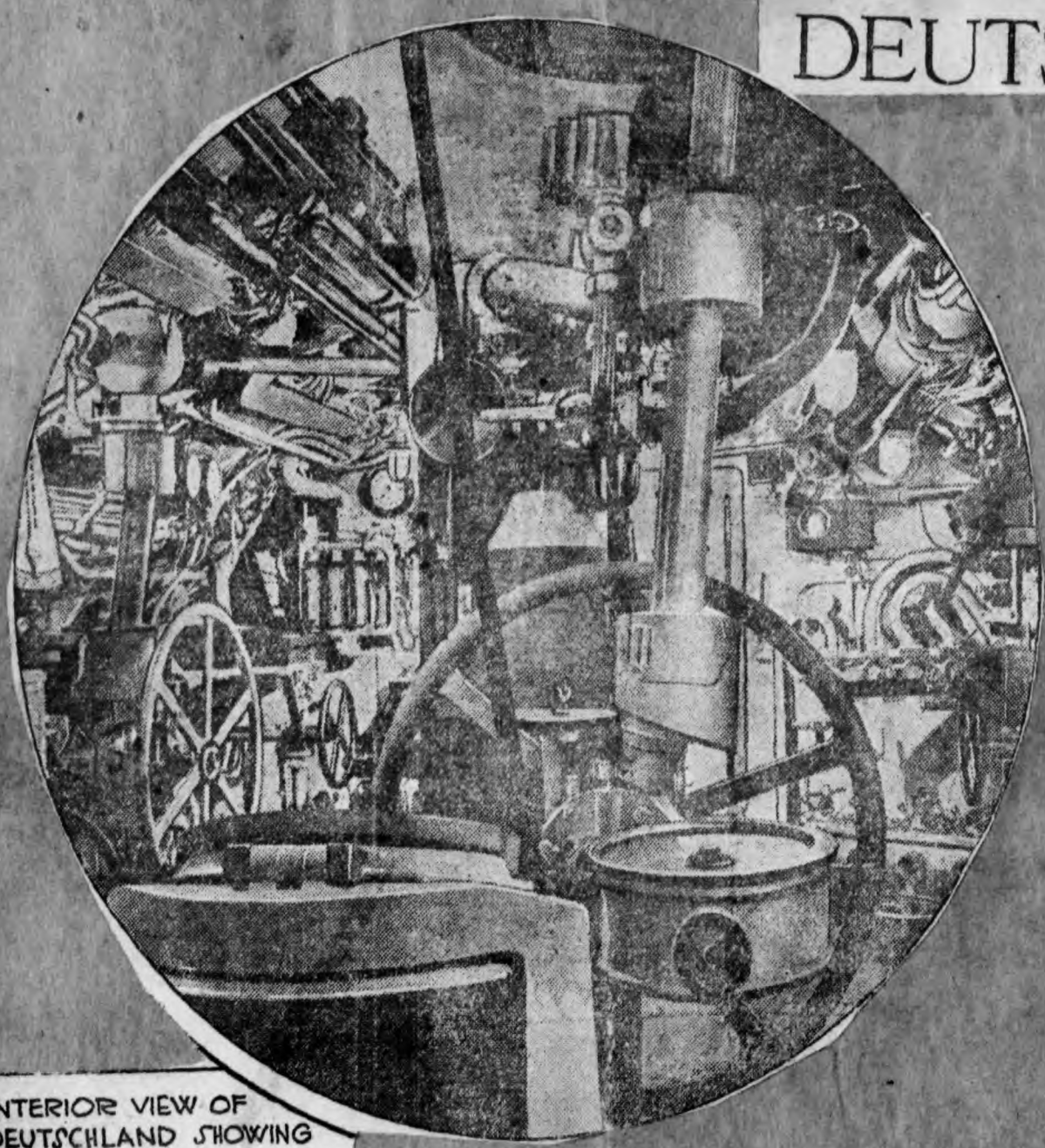
It is interesting, though, to speculate upon this contingency. The Deutschland has been declared officially a merchant craft by the United States Government. The Allied diplomats say she is "potentially a vessel of war" and navy experts conclude that she could not be turned to a man-o'-war without extensive structural changes. Captain Koenig contends that as his vessel is a merchantman, engaged in lawful trade, an enemy warship would have no right to sink her on sight, but only after visit and search and a chance for the officers and crew to save their lives.

That is the theory of international law on the point, but it must be remembered that merchantmen which try to escape visit and search become a legitimate target. It is also possible that an enemy ship sighting the Deutschland would expect the latter to disappear quickly under the surface and immediately fire upon her. The difficulty of deciding between a merchant submarine and a war submarine is obvious, and surface craft have a wholesome respect for submarine torpedoes.

2nd Sun Nov 12/16

GERMAN WAR TIME PICTURES BROUGHT BY DEUTSCHLAND

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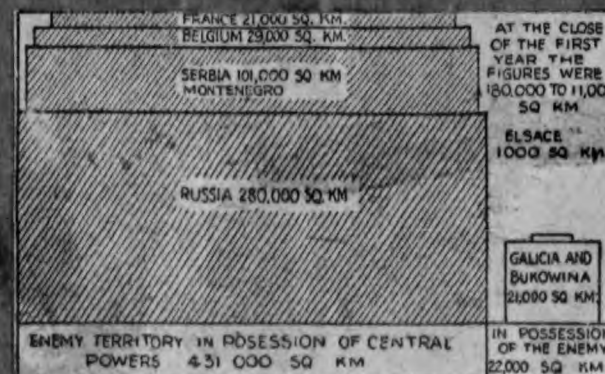
INTERIOR VIEW OF DEUTSCHLAND SHOWING THE STATION OF THE COMMANDER-IN-CHIEF, THE SUBMERGING CONTROL TO LEFT.



RESCUING THE MEN FROM AN ENGLISH VESSEL SUNK BY A GERMAN TORPEDO BOAT
Drawn by Felix Schwormstadt.



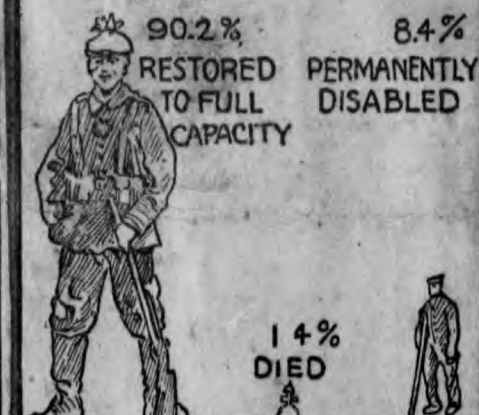
n. y. Sun
Mar 12/16



BOOTY CAPTURED FROM THE ENEMY BY GERMANY (WHAT HAS BEEN UTILIZED AT ONCE IN ACTION CANNOT BE ESTIMATED)

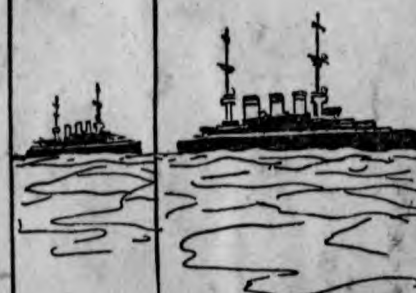


PROPORTION OF WOUNDED GERMAN SOLDIERS SENT TO HOSPITALS



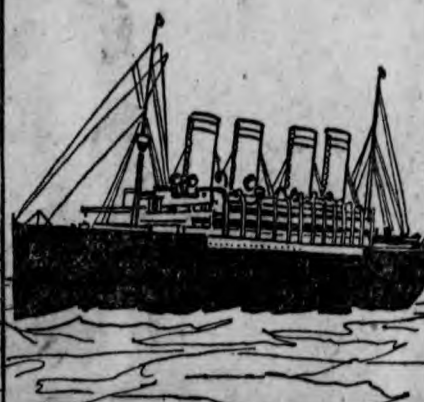
PROPORTION OF CAPTURED TERRITORY TO AREA OF GERMANY
431,000 SQ. KM.
CONQUERED TERRITORY
540,858 SQ. KM.
AREA OF GERMAN REALM

LOSS IN WAR VESSELS
CENTRAL POWERS



30 WARSHIPS
191,531-T

MERCHANT-SHIPS LOST BY THE FOUR ALLIES
1ST. YEAR OF WAR



424 VESSELS
757,477-T

2ND YEAR OF WAR



870 VESSELS
1,816,728-T

TOTAL 1303 SHIPS, 2,574,205-T

COMPARATIVE DISTRICTS

CAPTURED BY GERMAN OFFENSIVE AT VERDUN

BY THE ALLIES ON THE SOMME



U. of Sun Nov 12/16 116

First Pictures by Submarine

THE receptions that Capt. Koenig of the submarine trader Deutschland got in Baltimore when the boat first came to this country and in New London on the present trip were so friendly that he declares he can never forget them. But the welcome that met him when he brought his cigar shaped freighter into the home port of Bremerhaven last August, after having crossed and recrossed the ocean, infested with enemy destroyers eager to get him at all hazards, far surpassed even America's cordiality.

In addition to his being made the hero of the day a special edition of the *Illustrirte Zeitung* was printed in his honor. The "Deutschland Edition" was filled with the doings of the wonderful submarine, with views of its interior and sketches of the life and career of its master. The Kaiser, who had already decorated Capt. Koenig with the knighthood cross of the Order of Hohenzollern, gave a special photograph of himself, autographed, for the frontispiece. Noted artists were employed to supply epic pictures of the submarine's achievement.

Capt. Koenig brought over a few copies of the magazine, as well as some of the "Skagerrack Edition" that commemorated the naval engagement between the battle fleets of Germany and Great Britain in the North Sea. One of each he gave as a souvenir to THE SUN reporter who met him on his arrival at New London on November 1, and the accompanying pictures are reproduced from these copies.

They are of interest not only because they are the first pictures ever brought to America by the submarine route but also because they are the first uncensored German publications received in this country since last February. They show Germany's attitude toward the war, unrestricted by the censor, and the grounds on which she bases her hope for eventual victory.



Kapitan Koenig mit Graf v. Zeppelin.

(Phot. A. Brucke, Hamburg.)

CAPT KOENIG OF THE DEUTSCHLAND
and COUNT VON ZEPPELIN, PIONEERS
WITH THE SUBMARINE and the AIRSHIP.

Continued from
opposite page

The undersea cargo carriers could establish their base or bases upon the sandy bottom at some points along the coast where detection would be well nigh out of the question. Again, there are known to be a number of wrecks off the coast of large vessels that lie in relatively shallow water outside the three mile limit. What is to prevent submarine traders of this sort from using the sheltered side of any of these sunken craft as a point for the transfer of freight that can be handled in this fashion?

One or more U boats of commerce could ply between American ports and such a depot, while others would not seek to enter harbors, but make that submerged station their objective. Canned supplies of all sorts could be delivered to those from overseas, and thus they could be revictualled and reloaded with freight from our shores. Their cargoes, in turn, would be taken in by the local blockade runners, the diving door and the diving chamber making all of this feasible.

The public probably wonders why nickel and rubber should bulk so large in the homeward bound cargo of the Deutschland. Nickel gives added powers of resistance to armor plate and therefore is particularly desirable in increasing the defensive properties of steel. It is an invaluable alloy where lightness must be considered in the protective plating. Possibly it is just this sort of steel that is needed to armor the newest aeroplanes, and the greatest of the super-Zeppelins.

Rubber plays no less a vital part in the successful conduct of modern war, and the Germans have been hard pressed for this material. In fact, the Imperial Government issued an order not so long ago confiscating all available supplies of rubber products within the Fatherland, including rubber waste, and remade rubber. Permission to sell certain rubber goods could be secured only by application to the War Ministry, and the names of the purchasers had to be made a matter of record as well as the quantity and the character of the articles sold them. The reason for this was that the prevailing price for crude rubber in Germany has reached anywhere from ten to twelve dollars a pound. In England, on the other hand, rubber can be bought to-day in abundance for three shillings a pound.

Report has it that the Germans are building eighty cargo carrying submarines, and even half that number would constitute a good sized problem for their enemies to keep track of. Some of them, of course, may fail to get through to this side of the Atlantic, or fall by the way on the homeward run, but certain it is that fewer of them will be sacrificed. They make the most of our shallow coastal waters, with their sandy sea bed, and elude the enemy patrols of whatever sort by rolling along as far as possible upon the Atlantic's floor.

It is known that the Deutschland has profited by an underwater microphone and it is just as likely that she has means of subaqueous communication. What then is to prevent an aeroplane from circling aloft above the capes of the Chesapeake and signaling either directly to the submarine or relaying the warning message by way of an innocent looking surface craft lying within our territorial waters?

U. of Sun Dec 4/16

THE DEUTSCHLAND WILL COME BACK IN JANUARY

New London, Conn., Dec. 10.—The German merchant submarine Deutschland will make another trip to the United States, Paul G. L. Hilken, vice-president of the Eastern Forwarding Company announced following receipt of word that the submersible had reached Bremen. The Deutschland made the trip from New London in nineteen days. Stevedores have been ordered to report here early in January.

W. of Sun July 23/16

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Way Out Is Narrow, but It Has Been Followed Before by Submarine Equipped to Run Like Huge Crab Over the Ocean Bed

COURAGE, cleverness and resourcefulness brought the U boat freighter Deutschland safely within the capes of the Chesapeake, Captain Koenig scored to the admiration of most people and to the manifest disgust of the Allies' sea patrol. Can he again foil his national foes, now alert and grimly determined to balk his dash for home? Has the wily Teuton more tricks to draw upon that will serve him well when the time comes to try to outwit his would-be captors?

Even the sluggish must be aroused by the problem that confronts Capt. Koenig. The hare escaped the hounds once, but the noses of the pack are close to the only exit from the hole into which their quarry has dodged. The odds are apparently against the underwater freighter's making good again.

The path of escape is narrowed now, and a telltale trail would mean well nigh certain destruction or capture. Under these conditions, can the cunning skipper of the Deutschland get out of the Chesapeake undiscovered by running submerged until he has gained a good offing in the open sea? As U boats ordinarily go the instinctive answer is "No." But something has happened lately that may alter these prospects both to the dismay of the waiting enemy craft and to the astonishment of the world at large. Such may be the fruit of Teuton initiative and Yankee inventiveness combined.

According to news accounts of recent date, Simon Lake hastened to Baltimore intent upon libelling the Deutschland if she embodied any of the Lake patented features. In fact, it was charged that the great Krupp concern has appropriated Lake's ideas in the building of military submarines, and while the courts of the fatherland were not unbiased, the arrival of the Deutschland in American waters seemed to offer an opportunity to test the force of American patent laws. But instead of friction the unexpected happened.

The rival interests promptly proceeded to pave the way for a union of efforts, and now it is announced there is to be an international company formed for the operating of a line of undersea cargo carrying ships. In other words, Simon Lake is to add his practical experience in the field of underwater craft of commerce; and by the cooperation of Yankee and Teuton the interference of Germany's enemies with these subaqueous traders is to be substantially neutralized. And how is this possible? The answer is in part a matter of record: a performance that dates back to the time of the war with Spain in 1898.

It happened then that Simon Lake was cruising about above and below water in the Chesapeake with the first of his submarines of commerce, a boat designed primarily for subaqueous salvage. Military use had nothing to do with the inspiration for that craft. Mr. Lake was seeking a shorter cut to financial glory; he was bent upon recovering a part of the millions of dollars worth of sunken treasure that the sea had swallowed in preceding decades.

His objective simplified his task. He had no ambition to produce a vessel capable of simulating the agility of a fish, as do the bulk of modern submarines when travelling under the surface. He took for his model the less ambitious crab; a creature content to swim at the surface or to crawl modestly along upon the sea bed.

The Argonaut, for so his boat was named, was a vessel of unique getup. It did not boast storage batteries, but nevertheless it was able to travel both at the surface and along over the bottom, while utilizing the propulsive effort of its gasoline engine. The boat was of modest dimensions, and decidedly ingenious in a number of particulars.

Forward the circular hull was divided into two chambers, one forming an air lock and the other a diving bell, this being effected by filling the larger chamber with air at a sufficient pressure to allow the opening of a

in sidestepping enemy sea patrols. Again, a U boat of this sort coming from the east would find the twenty fathom contour running generally parallel with Long Island and extending outward from the southern shore for a good distance.

A submarine cargo carrier, either arriving or departing by way of Sandy Hook, would find an average depth of but fourteen fathoms within a radius of twenty miles off that point, and it could follow the Jersey coast submerged as far as it served the boat's purpose to do so before coming into or striking out from the land.

A submarine utilizing Philadelphia as a port of discharge or a point for departure has the benefit of the shallow waters lying outside of the capes of the Delaware. It is thirty miles from Cape Henlopen to the twenty fathom curve. But what must be kept in mind is that an ordinary submarine, that is one running between the bottom and the surface when travelling submerged, could not make use of the relatively shallow waters under consideration.

A boat of that sort would probably invite a disaster if she tried to dodge a sea patrol by quick submergence and sought to get within the three mile limit by a hurried run under cover of the water. These subaqueous freighters are not easy to handle submerged, and their great length—the Deutschland being about 300 feet long—adds to the difficulty. At the moderately acute angle of 10 degrees down by the head there would be a difference between the bow and stern vertically of quite sixty feet.

Driving along at any speed at all the vessel would strike against the bottom and be doomed if she attempted to operate in water of twenty fathoms, or 120 feet.

But a submarine equipped with bottom wheels, on the other hand, would not be imperilled if she sought cover under the water and tried to continue on her course. She could operate safely and without fear of detection in water 50 or 60 feet deep. This would be enough to cover her by an ample margin.

All she would have to do would be to take in water ballast, a performance covering probably not more than a minute, sink to the sea bed after lowering her wheels from their recesses, and then go rolling along out of harm's way at a good clip upon the firm wide path of nature's making. She could do this even though a storm raged above, because the cushioning feature developed by Mr. Lake would take care of any vertical movement of the mass of the water and effectually prevent the boat from being pounded down upon the hard, underlying sand.

More than this, the vessel could go to the bottom in time of fog and travel along with more security than upon the surface. Her compass would give the bearing, and her pressure gauges would register depths without need of sounding by means of the lead line. The distinctive nature of the bottom, which is one of the ways a mariner feels his position when nearing land, could be determined from time to time through the bottom door of the diving compartment, and thus the commanding officer would have an additional check upon his exact position without rising to the surface.

Years back, when Mr. Lake first adopted this method of submarine navigation, he called the sea bed his guiding medium. Naval men at that time treated his proposition humorously, but even the official mind, like the sun, "do move," as the colored parson said. The ridiculed things of the past have become the very practical agencies of the present. The installation of the diving compartment is, in a measure, optional; but for blockade running the bottom wheels are indispensable if the greatest margin of safety and promise of fullest success are to be looked for. Bottom wheels are neither expensive nor difficult to add to a boat like the Deutschland or any of her class, and the associate operative apparatus would call for only a modest additional weight and space in which to function. What is more, the fitting could be done in a short while.

The installing of a diving compartment would be of the greatest service should the submarine freighters decide to make use of underwater supply bases, or, so far as that is concerned for the transshipment of certain sorts of freight packed in small hermetically sealed metal containers. This idea has been elaborated upon before. There is nothing impracticable in such a performance.

designed for them, especially when the boat was running on a hard seabed and below storm tossed waters. Contrary to the belief of the bulk of technical men, Mr. Lake found out in the most practical fashion possible that the undertow or up and down motion of the water is not confined to the surface, but extends in some circumstances scores of feet downward. It was just this sort of undertow that caught the Argonaut upon one occasion and pounded her upon the hard submerged sand so violently that the jaws in which the bottom wheels were hung were smashed like things of china.

This led later to his pivoting his wheels so that they were cushioned by hydraulic plungers, and with this improvement he was able to run submerged with his modified Argonaut without fear of harmful jarring. Thanks to this alteration, the nice control of dead weight by means of water ballast and the form of the bow, Mr. Lake found that it was entirely practicable to surmount obstacles fifteen feet high, the Argonaut rising over them in the water like a hunter taking a hurdle.

Judging by the information already available relating to the structural getup of the Deutschland, and assuming that her sister ship the Bremen and others said to be in course of building are substantially identical in principle, it is manifest that the German constructors have adopted an inner or pressure resisting hull of circular cross section. This form is the simplest and withal the strongest for a given weight of metal. Undoubtedly it is perfectly safe for the Deutschland to submerge to a depth of 150 feet if occasion require. Therefore the question is, Where and how far could a submarine with bottom wheels travel on the Atlantic seabed when forced to elude an enemy patrol and seeking to enter or to leave a port?

Naturally, for the present, interest centres about the mouth of the Chesapeake. The gap between Cape Charles on the north and Cape Henry on the south is a matter of twelve-odd miles, and once that line is crossed outward bound the seabed dips so easily that the twenty fathom line is more than twenty miles off shore from Cape Henry light. Not only that, but this contour extends well seaward up and down the coast for scores of miles.

It must be remembered that the British and French naval forces patrolling the coast are on their mettle. The commerce raiders that have slipped into Norfolk and Newport News did so by following the unbeaten track of shipping when approaching the Chesapeake capes and then making a dash for port when the way appeared clear. Just the same, their venturesome commanders have not dared to take their ships out again, and all because the enemy sentinels closed in for the purpose of preventing their exit.

The underwater freighter has increased the determination of the watchers out at sea, and it is said that submarine catchers with grapnels and entangling steel mesh are to block any further activities on the part of the German subaqueous cargo carriers. But the Allies will have a lot of trouble in spreading a curtain of this sort of sufficient reach.

To begin with, their sea patrols cannot trespass within our national waters. Therefore a bottom travelling submarine issuing from the capes of the Chesapeake submerged has a fair chance to dodge her would-be captors. She can turn either north or south and run far inside of the three mile limit and in this manner flank her enemy. By following such a course the U boat freighters should be able to reach the open sea and be off for the Fatherland by choosing a route that would keep them out of the regular steamer lanes or the accustomed paths of surface going freighters.

The sandy character of much of the Atlantic seaboard lends itself admirably to just this order of covert commerce which the Germans have initiated. A submarine freighter has two routes by which she might reach or leave the port of New York, one, via Long Island Sound, and the other by way of the lower bay and the Ambrose Channel.

The twenty fathom line of the sandy sea floor extends well oceanward off Newport, in fact is a matter of ten miles, and once within our territorial limits an approaching submarine would have no trouble in entering Long Island Sound. A departing boat would have the same advantages in getting clear of the coast and also

bottom door, while holding the enveloping water at bay. This permitted divers to pass out from the Argonaut when she was at rest on the bottom. To facilitate running upon the sea bed the submarine was provided with two supporting wheels, one of them attached to the rudder and capable of being moved from side to side to steer the vessel. The propeller still provided motive power just as it did when navigating at the surface.

During the time that Mr. Lake ran up and down the Chesapeake he travelled under water a distance of many hundreds of miles and learned just how advantageous was his system of navigating upon the bottom. By controlling the amount of water ballast he was able to regulate the boat's weight upon the sea bed, and thus to accommodate the load to either a hard or soft bottom, or the presence or absence of strong currents. As he explained it:

"If we wished to steer we could run that course submerged more accurately than a surface boat feeling her way in a fog or battling with rough weather, because we travelled upon a medium that did not change like the waves of the surface water. At the bottom there is quiet, and the sands of great stretches of the Chesapeake and our seaboard are as smooth as a macadamized road."

It is a coincidence, of course, that Mr. Lake built his Argonaut at Baltimore, and likewise a matter of chance that he explored so thoroughly the length and breadth of the floor of the Chesapeake, but it is a fortunate thing for the German undersea freighters that the subaqueous voyaging of this inquisitive Yankee carried him out through the capes of the Chesapeake and along the contiguous coast. Just what is likely to happen is probably dawning upon the reader. Indeed, probability becomes a virtual certainty in view of the present conditions and recalling a particular performance on the part of the Argonaut.

Again Mr. Lake tells the story of his exploit: "We headed toward Cape Henry, steering by compass, and I guess that we must have travelled as much as ten miles on the bottom. We took ranges by occasional glimpses at the surface, and in that distance we came up possibly three or four times. Upon each return to the surface we found ourselves directly on our range or bearing."

"That gave me an idea and turned my attention momentarily from the commercial to the possible military use of such a boat. I knew that the army had covered the approaches to Fort Monroe with submerged defences in the form of observation mines capable of being fired from controlling stations on shore. I believed I could demonstrate that a boat like the Argonaut could approach those mine fields, sever the cables by sending a diver out from the diving compartment, and thus clear the way for a dash on the part of hostile craft."

"I asked the military authorities to permit me to demonstrate that fact, but those gentlemen would not grant permission. Nevertheless I was determined to satisfy myself upon that point, not by cutting any of the cables, but by entering the mined zone unobserved. Accordingly I slipped away from Fort Monroe one afternoon and got out beyond the capes of the Chesapeake."

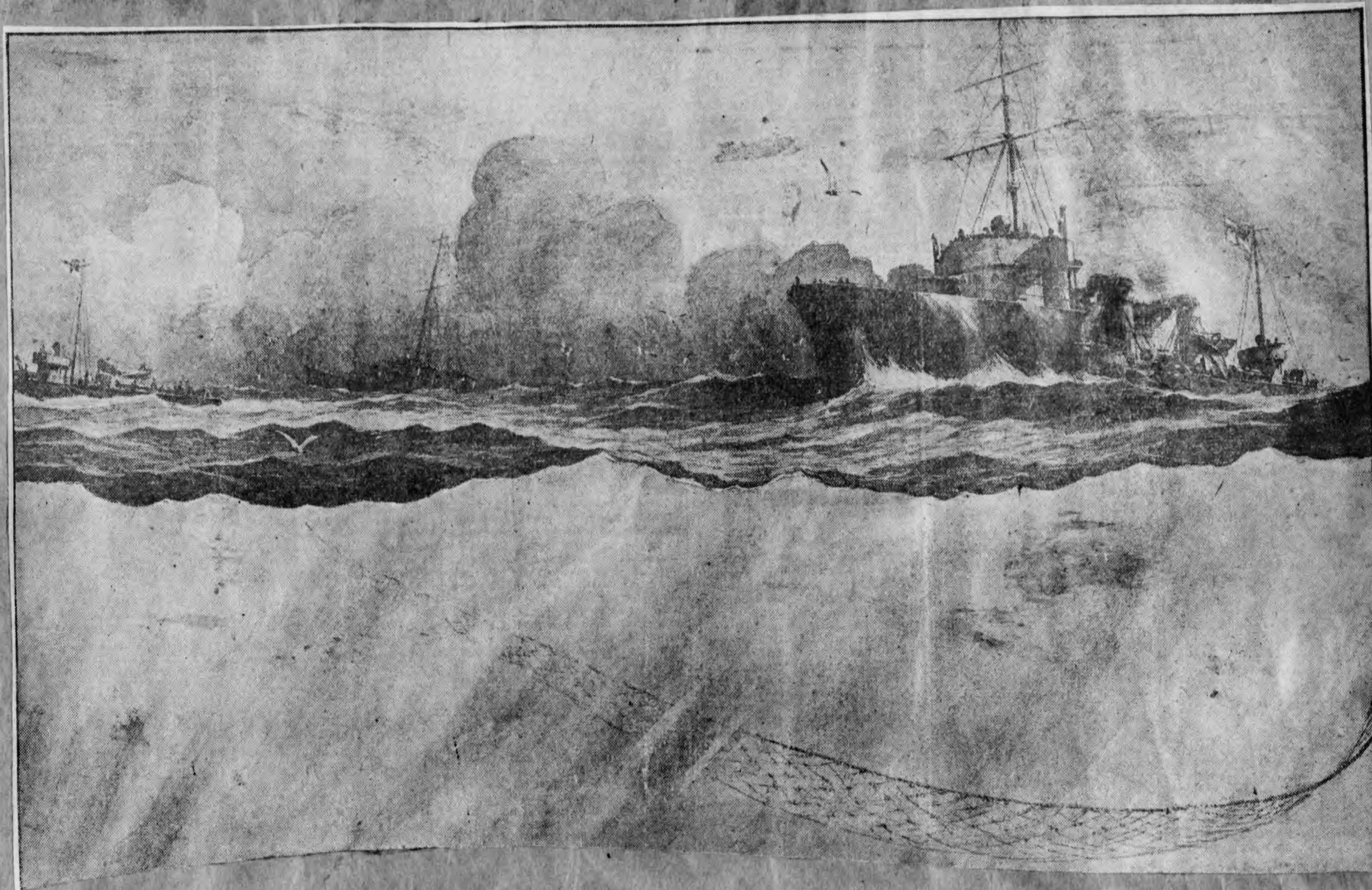
"Toward dusk I submerged her and headed straight in for Old Point Comfort and its protecting guns. The only thing above water was my sighting hood, and purposely I kept the Argonaut's speed down to a slow pace so that this means of observation would not create a betraying wake. I was able to advance her undiscovered right through an unsuspecting fleet of sailing vessels."

"Those craft were continually illumined by the searchlights at Fort Monroe, and not one of the schooners escaped the inquiring beams of those watchful eyes. Nevertheless the Argonaut neared her goal steadily without detection, and I did not blow out her water ballast and rise light to the surface until I was in the very middle of the mine fields. The surprise was complete—the men of the coast artillery had utterly failed to discover my approach."

As originally installed, the so-called bottom wheels were attached to the keel and rudder of the Argonaut much like the casters of a table. Because they were not flexible in a vertical direction and without give they proved in the end unsuited to the service

N.Y. Sun July 23/16

YANKEE TRICK MAY AID THE DEUTSCHLAND TO ESCAPE



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Travelling along on the sandy sea bed a submarine freighter need not fear destroyers searching for her with steel nets.

Observer Nov 1/16 120

THE DEUTSCHLAND AGAIN REACHES AMERICAN PORT AFTER THRILLING VOYAGE

Gallant Captain Koenig Pilots His Craft Into New London Shortly After Midnight Amid a Welcoming Chorus of Whistles From Shipping in the Harbor—Experienced Rough Weather Much of the Way—The Trip Occupied Twenty-one Days.

BRINGS THE SAME CREW WITH TWO EXCEPTIONS

New London, Conn., Nov. 1.—Safe from Atlantic perils, after buffeting in rough October gales, the German subsea freighter, Deutschland, docked here early to-day, completing her second American voyage.

Twenty-one days out from Bremen, she hummed through the Long Island Sound outer harbor shortly after midnight, with her crew of twenty-five, happy and healthy, and her valued cargo of rare medicines and dyes intact.

A Scott tug, bearing fat, jolly Captain Hinsch of the Deutsche Ozean Rhederei, Deutschland owners, shouted "Willkommen!" to his friend, Captain Koenig, the smiling skipper from Thuringia. The tug cast her a line, and she chugged triumphantly into the inner harbor over the course which British frigates followed years since.

Health and customs officers, notified only a brief time before her arrival, waived U. S. regulations on the word of Captain Koenig that the crew was healthy and allowed her to pass quarantine without waiting for dawn.

Up past sleepy Groton, opposite New London, passing silent freight ships, the Deutschland swept majestically into the State pier, was fenced in a boarded screen, and transferred her men to the North German Lloyd liner, Willehad, alongside. The Willehad had waited long for the coming of a subsea freighter and members of her crew were despondent over unmistakable evidence that the Bremen, another freighter, had perished. So there was joy when Captain Koenig and his sturdy Germans set foot aboard the "mother ship," which was recently charged from London with being a German wireless submarine station.

Captain Koenig and Captain Hinsch talked but little to the few watchers who knew of the Deutschland's arrival. "The trip was uneventful," said the little sea rover, Koenig, with the merry twinkle in his eye. "Yes, we did have some bad weather; in fact, extremely bad weather for two days, and less extreme the remainder of the voyage until we were three days off America."

Then, he said, the October gales abated and the vessel rode calmly.

"We had trouble at Bremen, colliding with another vessel," he continued. "That laid us up for ten days for repairs. We're glad to see America again."

Koenig's papers read, "Bound for Baltimore or any other Atlantic seaport;" but the best available information was that he believed his chances of running the Allied coast patrol to be better by heading into New London.

Reaching the three-mile limit, the crew were overjoyed, for they knew then that their danger was past. Then the vessel came up through the Sound, swept past Montauk Point, past Fisher's Island, past the Twinning Lights to the welcome tune of buoy and lighthouse bells and the resounding screech of outer bay fog horns.

Before sticking her monstrous green body into the harbor zone, she had flashed word to Captain Hinsch—long waiting—that she was at hand. The anxious former North German Lloyd master stirred up the Scott tug masters and hastened out some miles beyond Eastern Point to welcome Koenig.

It was a happy reunion of the two men who had met last July in Hampton Roads when the Deutschland made her maiden voyage. Lieutenant Krapohl and the remainder of the crew of twenty-five—except those busy with the rudders and complicated machinery below—were lined along the submarine deck. In gray caps and gray sea jackets, they were picturesque beneath the flaring oil lamps of the tug.

They were the same men, with two exceptions, as the crew that rode into Baltimore previously. One of the new adventurers was a lad apparently not more than fifteen years old.

The sleepy, ancient whaling town was actually startled at the Deutschland's arrival. Rumors followed rumors about submarines until staid New London wearied of them and disbelieved them. So there were only a few stragglers to witness her coming.

Collector of the Port McGovern, of Bridgeport, hastened here and planned to receive Koenig's manifests early. No time will be lost in unloading her precious cargo, said to include valuable drugs and a rare medicine, shut off from America by the war. Her whole cargo is said to be valued at around \$1,000,000, and she will take back nickel and rubber of nearly equal value, to use in hospitals and for munitions. In addition, it is understood, she carried a pouch of diplomatic mail for Ambassador Von Bernstorff.

Captain Koenig, reticent about talking in the early hours, promised newspaper men that during the day he would detail to them in his graphic style the whole story of the second journey. Meantime, he and Hinsch conferred and prepared for unloading.

In his first talks, Koenig said nothing of the ill-starred Bremen, which supposedly preceded the Deutschland out of Bremen and was lost or captured by watchful Allied patrols.

The American Navy, with its vessels at Newport, will see to it that there is no neutrality violation when the Deutschland again heads homeward.

Observer Nov 1/16

THE U-53 IS SAFE IN A GERMAN PORT

Amsterdam, Nov. 1.—The German submarine, U-53, which rayaged shipping off the American coast after paying a visit to Newport, has returned to a German port, according to Berlin dispatches to-day.

There had been various rumors that the U-53 had been captured or sunk by British warships. The U-53 appeared at Newport October 7 and the day following sunk five merchantmen off Nantucket.

Observer Nov 11/16

DEUTSCHLAND HAS ITS CARGO ALL ON BOARD

New London, Nov. 11.—With her cargo, said to be worth half a million, stowed snugly aboard, the German submarine Deutschland is expected at any time to begin her return trip to Bremen. Reports in some quarters to-day were she would begin her dash within 48 hours.

Observer Nov 18/16

U. S. AUTHORITIES HOLD THE DEUTSCHLAND TILL CRASH IS INVESTIGATED

Private Legal Action Is Also

Threatened by Relatives of Victims and Underwriters of Lost Boat May Defer the Departure Indefinitely—Belief Grows Accident Will Be Found Due to Bad Judgment of Tug Captain in Attempting to Cross Bows.

HEARING TO CONTINUE THROUGH SEVERAL DAYS

New London, Conn., Nov. 18.—The German supersubmarine Deutschland, in spite of its collision with the tug T. A. Scott, Jr., could again attempt her voyage back to Germany at once. She was only slightly damaged, and, if repairs are made, it will not be necessary to take her into dry dock.

When she will prepare to leave is something that will not be discussed by Captain Koenig nor members of his crew. It will not be for several days, for the Deutschland must remain in port until United States authorities have completed an investigation into the accident which resulted in the loss of the convoy and five of her crew at the start of the homeward trip yesterday.

Taking of testimony may consume several days and the decision may be reserved a day or so longer. Captain Frederick Hinsch, who was aboard the tug, will testify to-day. He is the only person who was aboard the craft when she was struck who did not perish.

It is believed here that the accident will be attributed to bad judgment by Captain John Gurney in steaming ahead of the Deutschland instead of remaining at her side. The T. A. Scott, Jr., was a slow craft and facts presented by Captain Harry Baker, who was in command of the Cassie, show the Deutschland overtook and rammed the T. A. Scott when the swift waters of the Race caught and held the tug.

Just what happened in the Race remains a matter of doubt, but it is not likely that the submarine merchantman will make another unexpected dash out of the Thames. Something more than her own hawsers is likely to hold her.

Two attorneys, representing the interests which underwrote the lost tug, are already in New London, and it is understood they may take action to libel the undersea trader. Such a move, if upheld by the courts, would attach the Deutschland.

While the Scott Wrecking Company, owner of the tug T. A. Scott, Jr., and the Eastern Forwarding Company, American agents of the Deutschland's owners, are operating under such a close and harmonious working agreement that it is not believed the former will make any effort to detain the Deutschland, there is a possibility that relatives of one or more of the men killed in the accident may intervene.

It is possible for relatives and heirs to begin court actions that would prevent the Deutschland leaving, at least for a long time. It was said by men familiar with admiralty law. If the Deutschland were to be detained in port under a court libel for an indefinite time the Prussians would discover that their efforts to carry on commerce despite the British fleet had failed.

None of the men whose lives were lost with the Scott are known to be of German descent or to have been in sympathy with the German cause. The region about New London, where they lived, has been pro-British ever since Revolutionary days, when it was a Tory stronghold, according to naval historians. Therefore, it is considered possible that relatives of one or more of the men killed may begin court actions that will destroy the Deutschland's activities as a blockade runner.

Observer Nov 1/16 1260

Observer Nov 18/16

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A Scott tug, bearing fat, jolly Captain Hinsch of the Deutsche Ozean Rhederei, Deutschland owners, shouted "Willkommen!" to his friend, Captain Koenig, the smiling skipper from Thuringia. The tug cast her a line, and she chugged triumphantly into the inner harbor over the course which British frigates followed years since.

Health and customs officers, notified only a brief time before her arrival, waived U. S. regulations on the word of Captain Koenig that the crew was healthy and allowed her to pass quarantine without waiting for dawn.

Up past sleepy Groton, opposite New London, passing silent freight ships, the Deutschland swept majestically into the State pier, was fenced in a boarded screen, and transferred her men to the North German Lloyd liner, Willehad, alongside. The Willehad had waited long for the coming of a subsea freighter and members of her crew were despondent over unmistakable evidence that the Bremen, another freighter, had perished. So there was joy when Captain Koenig and his sturdy Germans set foot aboard the "mother ship," which was recently charged from London with being a German wireless submarine station.

Captain Koenig and Captain Hinsch talked but little to the few watchers who knew of the Deutschland's arrival. "The trip was uneventful," said the little sea rover, Koenig, with the merry twinkle in his eye. "Yes, we did have some bad weather; in fact, extremely bad weather for two days, and less extreme the remainder of the voyage until we were three days off America."

Then, he said, the October gales abated and the vessel rode calmly.

"We had trouble at Bremen, colliding with another vessel," he continued. "That laid us up for ten days for repairs. We're glad to see America again."

Koenig's papers read, "Bound for Baltimore or any other Atlantic seaport;" but the best available information was that he believed his chances of running the Allied coast patrol to be better by heading into New London.

Reaching the three-mile limit, the crew were overjoyed, for they knew then that their danger was past. Then the vessel came up through the Sound, swept past Montauk Point, past Fisher's Island, past the Twin-ling Lights to the welcome tune of buoy and lighthouse bells and the resounding screech of outer bay fog horns.

Before sticking her monstrous green body into the harbor zone, she had flashed word to Captain Hinsch—long waiting—that she was at hand. The anxious former North German Lloyd master stirred up the Scott tug masters and hastened out some miles beyond Eastern Point to welcome Koenig.

It was a happy reunion of the two men who had met last July in Hampton Roads when the Deutschland made her maiden voyage. Lieutenant Krapohl and the remainder of the crew of twenty-five—except those busy with the rudders and complicated machinery below—were lined along the submarine deck. In gray caps and gray sea jackets, they were picturesque beneath the flaring oil lamps of the tug.

They were the same men, with two exceptions, as the crew that rode into Baltimore previously. One of the new adventurers was a lad apparently not more than fifteen years old.

The sleepy, ancient whaling town was actually startled at the Deutschland's arrival. Rumors followed rumors about submarines until staid New London wearied of them and disbelieved them. So there were only a few stragglers to witness her coming.

Collector of the Port McGovern, of Bridgeport, hastened here and planned to receive Koenig's manifests early. No time will be lost in unloading her precious cargo, said to include valuable drugs and a rare medicine, shut off from America by the war. Her whole cargo is said to be valued at around \$1,000,000, and she will take back nickel and rubber of nearly equal value, to use in hospitals and for munitions. In addition, it is understood, she carried a pouch of diplomatic mail for Ambassador Von Bernstorff.

Captain Koenig, reticent about talking in the early hours, promised newspaper men that during the day he would detail to them in his graphic style the whole story of the second journey. Meantime, he and Hinsch conferred and prepared for unloading.

In his first talks, Koenig said nothing of the ill-starred Bremen, which supposedly preceded the Deutschland out of Bremen and was lost or captured by watchful Allied patrols.

The American Navy, with its vessels at Newport, will see to it that there is no neutrality violation when the Deutschland again heads homeward.

THE U-53 IS SAFE IN A GERMAN PORT

Amsterdam, Nov. 1.—The German submarine, U-53, which ravaged shipping off the American coast after paying a visit to Newport, has returned to a German port, according to Berlin dispatches to-day.

There had been various rumors that the U-53 had been captured or sunk by British warships. The U-53 appeared at Newport October 7 and the day following sunk five merchantmen off Nantucket.

DEUTSCHLAND HAS ITS CARGO ALL ON BOARD

New London, Nov. 11.—With her cargo, said to be worth half a million, stowed snugly aboard, the German submarine Deutschland is expected at any time to begin her return trip to Bremen. Reports in some quarters to-day were she would begin her dash within 48 hours.

U. S. AUTHORITIES HOLD THE DEUTSCHLAND TILL CRASH IS INVESTIGATED

Private Legal Action Is Also

Threatened by Relatives of Victims and Underwriters of Lost Boat May Defer the Departure Indefinitely—Belief Grows Accident Will Be Found Due to Bad Judgment of Tug Captain in Attempting to Cross Bows.

HEARING TO CONTINUE
THROUGH SEVERAL DAYS

New London, Conn., Nov. 18.—The German supersubmarine Deutschland, in spite of its collision with the tug T. A. Scott, Jr., could again attempt her voyage back to Germany at once. She was only slightly damaged, and, if repairs are made, it will not be necessary to take her into dry dock.

When she will prepare to leave is something that will not be discussed by Captain Koenig nor members of his crew. It will not be for several days, for the Deutschland must remain in port until United States authorities have completed an investigation into the accident which resulted in the loss of the convoy and five of her crew at the start of the homeward trip yesterday.

Taking of testimony may consume several days and the decision may be reserved a day or so longer. Captain Frederick Hinsch, who was aboard the tug, will testify to-day. He is the only person who was aboard the craft when she was struck who did not perish.

It is believed here that the accident will be attributed to bad judgment by Captain John Gurney in steaming ahead of the Deutschland instead of remaining at her side. The T. A. Scott, Jr., was a slow craft and facts presented by Captain Harry Baker, who was in command of the Cassie, show the Deutschland overtook and rammed the T. A. Scott when the swift waters of the Race caught and held the tug.

Just what happened in the Race remains a matter of doubt, but it is not likely that the submarine merchantman will make another unexpected dash out of the Thames. Something more than her own waters is likely to hold her.

Two attorneys, representing the interests which underwrote the lost tug, are already in New London, and it is understood they may take action to libel the undersea trader. Such a move, if upheld by the courts, would attach the Deutschland.

While the Scott Wrecking Company, owner of the tug T. A. Scott, Jr., and the Eastern Forwarding Company, American agents of the Deutschland's owners, are operating under such a close and harmonious working agreement that it is not believed the former will make any effort to detain the Deutschland, there is a possibility that relatives of one or more of the men killed in the accident may intervene.

It is possible for relatives and heirs to begin court actions that would prevent the Deutschland leaving, at least for a long time, it was said by men familiar with admiralty law. If the Deutschland were to be detained in port under a court libel for an indefinite time the Prussians would discover that their efforts to carry on commerce despite the British fleet had failed.

None of the men whose lives were lost with the Scott are known to be of German descent or to have been in sympathy with the German cause. The region about New London, where they lived, has been pro-British ever since Revolutionary days, when it was a Tory stronghold, according to naval historians. Therefore, it is considered possible that relatives of one or more of the men killed may begin court actions that will destroy the Deutschland's activities as a blockade runner.

DEUTSCHLAND RAMS ESCORTING BOAT AND FIVE MEN PERISH

**Tug Attempts to Cross Bow of Subsea
Freighter and Sinks Three Minutes After
Crash in Darkness at Mouth of Long
Island Sound—Captain Is Among Those
Drowned—Submarine Returns to Port
Under Her Own Power and Appears Not
to be Seriously Damaged—All Lights Had
Been Extinguished Making Work of Res-
cue Difficult—Accident Occurred at Point
Where Water is Deep, But Currents Swift
and Treacherous.**

MYSTERIOUS POWER BOAT IS HINTED AT AS BEING THE CAUSE OF CRASH

New London, Conn., Nov. 17.—An attempted dash to sea by the German merchant submarine Deutschland ended early to-day in a collision between the supersubmersible and an escorting tug in which Captain Curney and four members of the tug's crew were drowned.

The Deutschland, bound for Bremen, put back to port immediately after the collision and by 5 o'clock this morning was again warped into her pier. She was once more shielded by the liner Willehad, her "mother ship," and the big steel net was swung into place to further guard her.

Work was immediately begun by a small army of workmen to learn the extent of the submersible's damages, as a result of her second collision during the present trip. She smashed into a pier when she made her start from Bremen and was held up ten days for repairs. The collision this morning occurred in the treacherous stretch of water between Fisher's and Little Gull Islands, known as the Race.

The Deutschland was running on the surface at the time of the accident. While there was no heavy sea the current, according to the Cassie's crew, was unusually strong. Because of this and the inky darkness, the Deutschland lookout did not see the Scott, Jr., quick enough to sound an alarm.

All lights that had not been extinguished were shaded in order to make escape for the Deutschland easier. This added to the difficulty in keeping the distance between the boats.

The Race is about five miles due south of the Thames Mouth. The water there is 250 feet deep. A strong current, sucked landward and seaward through the narrow stretch of the mouth of Long Island Sound, makes it one of the dangerous points in that vicinity. The tug, T. A. Scott, Jr., attempted to cross the Deutschland's bow while the Scott boats and the tug, Cassie, acting as rear guard for the submarine, were steaming along at twelve knots an hour.

There was a splitting crash as a great hole was torn in the Scott, Jr.'s side. She broke in two and sank within three minutes. The crew had no chance to reach the lifeboats. Captain Gurney, in the wheel house, is believed to have been crushed to death.

The four sailors who went down with Gurney, were all below decks, trapped like rats. They are: Engineer William A. Saton; Edward Stone, fireman; Eugene Duzant, deckhand, and Clarence Davison, cook.

Later this morning a report was circulated that a mysterious motor-boat tried to ram the Deutschland, and

that in attempting to protect the submarine the tug swung directly in the path of the undersea freighter.

Several thousand gallons of oil were put aboard early last night. It had been brought in a hurry from Palmer, Mass., by special train.

Eastern Forwarding Company officials refused to treat seriously apprehension of a man, dressed as a laborer, who attempted to board the Deutschland yesterday. The man carried a small package of black powder in bulk. Captain Koenig in-

sisted the man be released, saying he was probably only a crank.

Captain Hinsch, of the Eastern Forwarding Company, which owns the Deutschland, was aboard the Scott, Jr., and was thrown into the water. Sailors from the Deutschland leaped overboard and dragged him on the submersible. He was nearly dead from shock and cold.

The tug Cassie's men helped in the rescue of other members of the Scott's crew and steamed back with the Deutschland.

Since the Deutschland came back here under her own steam, it is not believed she sustained any serious damage. Hurried examination led Eastern Forwarding Company officials to believe she would be ready for sea again in a few days at the most.

The super-submersible was warped out of her slip at 1:30 this morning and towed down to the harbor by two tugs owned by the T. A. Scott Wrecking Company, sub-agent for the Eastern Forwarding Company.

The Deutschland arrived at New London just sixteen days ago without escort. The cargo she brought in was variously estimated at about \$10,000,000 worth of dyestuffs, chemicals and securities.

Reports of the "mysterious motor-boat" being involved in the accident were scouted early this afternoon. The collision was generally said to have been due to the Deutschland drawing up too close to the tug in an effort to hear orders that were being shouted through a megaphone by Captain Hinsch.

All lights being out, it was difficult for the Deutschland crew to judge distance and with the heavy

sea running, the boats were thrown violently together. It was two hours after Hinsch was drawn from the water before he was fully revived. He was suffering severely from shock and exposure and this afternoon was taken to his home.

Captain Koenig and members of his crew were sleeping soundly aboard the Willehad at noon, after their work through the night in preparation for departure. It was expected Koenig and the officials of the T. A. Scott Company would file their official accounts of the accident at the customs office some time this afternoon.

A report was received here this afternoon from Plum Island that a strange submarine with a gun mounted on deck had been sighted toward the midway Connecticut shore near Bartlett's Reef, Long Island Sound.

The vessel was visible, according to the report, through a light snow-storm.

Observer Jan 31/17

1220

Telegram May 9/17

GOOD LUCK TO THE DEUTSCHLAND.

The merchant submarine Deutschland has not been heard from since she left Bremen on January 4 with the valiant and experienced Captain Koenig in command. She is now ten days overdue. There have been persistent rumors that she has been captured, but similar reports were current during her second voyage across the Atlantic, when she surprised folk who had abandoned hope for her safety by suddenly sailing into her berth at New London early one morning, several days behind her schedule.

If the Deutschland had been taken or destroyed by the British they would have been too elated to have concealed the fact, and the report is undoubtedly untrue. Every American who admires bravery and skill entertains the hope that the daring and enterprising commander is still guiding the elusive Deutschland and that in good time he will steer her safely into some American port.

A large fleet of enemy ships are patrolling the coast and the wily skipper of the undersea merchant ship may be making for some other haven than New London, which is being closely guarded by the Allies' war craft. Good luck to the Deutschland guarded by the Allies' war craft. Anyhow, it's good luck to the Deutschland and her daring commander!

Deutschland and Bremen Failed.

TO THE EDITOR OF THE EVENING TELEGRAM:—
* * * In order to combat the peril of the submarine why not let a fleet of submarines as large as possible be constructed for the sole purpose of sending food and all the necessities to the Allies? These could be built in a very short time, would cost little, and the Germans could not sink same on account of their invisibility.
M. FINKELSTEIN.
New York, May 5, 1917.

GERMAN WHO DESIGNED

DEUTSCHLAND, COMMITS SUICIDE

Baltimore, Sept. 18.—Gotthold Prusse, 41, imprisoned since August 20, as an alien enemy who had left a restricted zone without permission, committed suicide to-day in the City Jail. Prusse was one of the designers of the German submarine Deutschland, and came here on her first voyage.

GERMAN AGENT FLEES AMERICA

Capt. Hinsch, Who Handled Deutschland Here, Suddenly Vanished for Bremen.

(Special to The World.)

BALTIMORE, Md., July 17.—Capt. Frederick Hinsch, who handled the American end of the voyages of the cargo submarine Deutschland and who acted as American agent for the North German Lloyd interests and also the owners of the German submarine merchantman, has escaped from American soil and is reported to have reached Germany four weeks ago.

He left South Amboy, N. J., shortly after the recognition of war on April 6, on a small sailing ship. Advisers to friends say he and the crew reached Bremen, the same entry port of the Deutschland.

One of the parties who aided Capt. Hinsch in acquiring the vessel from a Boston agent is a naturalized German and now is interned.

Estimating by the advices received in this city of his arrival at Bremen, Capt. Hinsch was about eight weeks making his trip. Whether he arrived in Bremen with the schooner or by other means is not known, but there is a strong possibility he was taken off by a U boat.

Aside from the question of internment Capt. Hinsch did not want to be taken into custody by the Government for obvious reasons. His activities in the handling of the Deutschland here and at New London on her voyage there last November had marked him as a dangerous German to be loose on American soil.

He was an officer of the German Naval Reserve and while the Government officials would divulge no particulars he was understood to have been one of the leading figures in the Kaiser's intelligence force working into American communities.

DEUTSCHLAND, NOW A WAR SUBMARINE, MAY RAID PACIFIC

Commercial Underwater Liner
That Twice Visited U. S., It Is
Said, Soon Will Begin Operations
Against Outgoing Traffic.

GERMANY'S TOTAL U BOATS
IN ACTION IS GIVEN AS 300

Kaiser's Sailors Told American
War Preparations Are Being
Made Against Japan—Two
More Norwegian Ships Sunk.

COPENHAGEN, Aug. 15.—The German commercial subsea boat Deutschland, which twice visited the United States before that country entered the war, has been converted into a war submarine, according to German fleet gossip reaching the Associated Press. The Deutschland has a great radius of action and has been fitted with six torpedo tubes.

The submarine, it is said, soon may leave for the Pacific to operate against traffic from San Francisco. The vessel was to have started activities some time ago, but an explosion on board while the Deutschland was on a trial trip made repairs necessary which took considerable time.

The German losses in submarines, according to the informant of the Associated Press who recently has been at Wilhelmshaven and with the German fleet, has been twenty to twenty-two boats, this figure apparently covering the losses since the beginning of the unrestricted submarine warfare campaign. Four additional boats are said to have been lost in the Mediterranean.

Many Are "Canal Boats."

Germany now has almost 300 submarines, the newest boats being of the big sea-going type and armed with a six-inch gun. This armament appeared on boats commissioned in the middle of June, the earlier boats of this latest, or D. E. E. type and the preceding C. E. E. type, being armed with a pair of 105-millimetre (approximately four-inch) guns fore and aft.

The 300 submarines, however, include a large number of the so-called canal boat type, built for passage through the Belgian canals to Zebrugge and which are of inferior armament and radius of action.

The German fleet, according to the informant, justifies its name of High Sea Fleet by running out from Wilhelmshaven with considerable regularity, sometimes two or three times a week. The fleet only makes short trips, however, and never goes far out to sea.

America "Prepares for Japan."

It usually leaves Wilhelmshaven in the evening and is back by noon the following day. On a few occasions it has remained out longer, but only because thick weather set in, making a passage through the German mine fields dangerous and forcing it to remain in the shelter of Heligoland until the weather cleared.

A greater part of the time the battleships and cruisers comprising the battle fleet are anchored in security behind mine fields and nets and a triple line of pickets protecting the entrance to the base. Once in March the fleet had a considerable period of enforced repose when British mine layers, taking advantage of thick weather, sowed the coastal waters so full of mines that the German vessels were unable to leave the harbor.

The enlisted personnel of the fleet knew nothing of American preparations for active participation in the war. The men were told by their officers that America's declaration of war on Germany was only issued as a cover to preparations against Japan and that American troops would not be used in Europe.

Wald July 18/17

Wald Aug 16/17



Captain Koenig

Sight Under Water.

"How far can you see under water?" I exclaimed.

"Not far, a few meters; though it depends on circumstances; sunlight pierces to a good depth, and when the bottom is white sand you see farther than when it's dark. Of course, when near the surface, with the Seerohr, what you call a periscope, you can see for miles."

"You use that a great deal, don't you?"

"Not much. We're usually above the surface, and when we're deeply submerged it's no good. It's only useful when we're coming up and want to know if there's an enemy near. It's heavy to move, too; but it's valuable to us sometimes,"—a significant phrase.

"Then you learned everything by practice?" I summed up.

"Not by practice alone. I followed the building of the Deutschland from the keel up," Koenig rejoined; "the engineers and mechanics explained every detail to me, and Chief Engineer Erbach, the constructor of the craft, was very kind. I got to know the ship and her engines thoroughly. When she was finished I took her out day after day and in a couple of months became confident. In those Lehrwochen I tried some officers, tested them and then picked some of my men; they are first-rate fellows—all one could wish."

"And you like the work?" I questioned lamely.

"Yes, indeed," he replied; "it is intensely interesting—always new problems to be met and solved."

"Dangerous problems?" I threw in.

Captain Koenig shrugged his shoulders and pursed his lips indifferently. I had to try another cast.

"What age are you, Captain?" I asked, for Koenig looks as though he might be any age from thirty-five to fifty-five.

"Fifty," he replied simply.

"Few men of fifty," I went on, "would have cared to learn a new and dangerous trade. How long have you been married?"

"Sixteen years," he replied, "and now if you would care to come aboard I'll show you over the ship," and he jumped to his feet and put down his cigar.

"Smoking not allowed?" I queried.

"Strictly forbidden, more strictly even than visitors," and Captain Koenig smiled again as he led the way to the ladder.

Inside the Deutschland.

I went aboard the Deutschland by the foremost planks, perhaps thirty feet from the bow; some men were lifting up iron hatches just abaft of us and discovered there at our very feet a bluff-bowed roomy shallow lifeboat. In my astonishment I turned to the Captain.

"We carry another abaft the turret," he replied to my unspoken question.

"But are they any use?" I wondered, thinking of the sudden disasters that might befall a submarine.

Inside The Deutschland With Captain Koenig

Confounding England's Sea Force.

"I've been thinking, Captain," I said, "of the long war between the Romans, the first military people, and Carthage, the great sea-power. You remember the Romans only beat Carthage by learning how to beat her on sea. I've been wondering whether your voyage on the Deutschland confounding the enormous sea-force of the English was not the first hint of a similar achievement."

The strong face lighted up.

"It may well be," he said quietly; "under the sea at least we are ahead, I think."

"An American submarine officer told me," I went on, "that the Deutschland was years ahead of our models. He insisted only that your heating apparatus was deficient. We heat our submarines with hot steam, and you—?"

"With electricity," interjected Koenig, "for the moment; but we are now experimenting with a better system. The water we use for cooling some of our engines gets very hot, and it is proposed to utilize this for warming purposes."

"I have many questions to ask," I went on. "I hope you'll forgive me if I stumble over the technical terms; my German is rather rusty."

"Speak English if you like," said the Captain, breaking into that tongue. "I understand it perfectly."

"You are married to an Englishwoman, are you not?"

"Yes," he replied quietly.

"Mrs. Koenig found it difficult to live in Germany, I believe," I went on probing, "and has returned to England, hasn't she, with the children? You must miss them terribly?"

Again the Captain bowed his head; the subject was evidently too private, too sacred to be discussed; but the mere fact shows as nothing else could, the preposterous, ineffable stupidity of the whole war, which separates husband from wife and breaks up homes without rhyme or reason. War is as superannuated as dueling, and still more brutal and absurd. But there was nothing to be said; silence was best.

"The first thing I want to know," I began in English, "is whether you picked your officers and men? I think the business of war badly managed everywhere. When I assume command of a paper, which is a business like taking command of a ship, I pick my own literary assistants and want to choose, also, the head of other departments, and if I desire the utmost efficiency, practically every employee must be chosen by me. But the Captain of a Dreadnought has no such power; he must use the officers and men provided for him, and so can never have so efficient an instrument."

"That's right," Koenig broke in, "every workman wants his own instruments, and I had a good deal to do with choosing my lieutenants, and even my men; I'm satisfied with them," and his whole face wrinkled into a smile.

"How did you learn this new business?" I asked. "You were a Captain of a Nord Deutscher Lloyd passenger ship, were you not? How did you come to this new work?"

"I was asked by Mr. Lohman in September, 1915, whether I'd undertake it," Koenig replied, "and I jumped at the chance. That was in Berlin; we had met years before in Sydney. Two months later I was studying the blue plans and then in Kiel or rather in Gaarden I saw the steel framework grow from day to day."

"But how did you learn the secrets and tricks of the new navigation?"

"I went out in naval submarines and the officers taught me all they knew."

(Fancy naval officers teaching a merchant Captain their mystery or helping him to learn. To English naval officers a merchant captain is a mere skipper—of far inferior social position. Such bluntness is a handicap to efficiency, it appears.)

"Very interesting those first experiences," Koenig went on. "We rested once or twice on the bottom when it was sandy and saw the fish enticed by the electric light from the turret swimming about us in shoals: herrings and sprats looking like silver fish, and mackerel all bejeweled. There will be underwater fishing-boats one of these days," he added reflectively.

By Frank Harris, in Pearson's Magazine

On board the Deutschland. I was thrilled that morning on the shore near Nice when I stood waiting for Oliveira to take me up in his airplane for my first flight.

What a magical age! That was only five years ago; men have conquered the two new worlds of under the sea and above the clouds—in ten years!

Armed with an introduction from Ambassador Bernstorff I went down to the dock in New London to the office of the German Ocean Navigating Co., at two o'clock. The subordinate officials were not impressed by me; they told me Captain Koenig would not see any one and when I persisted I was informed that he was at dinner and could not be disturbed. I waited somewhat impatiently, consoling myself with the reflection that subordinates are always "more royalist than the King" and at length was rewarded. Mr. Hilken, the manager, came into the office and was smilingly courteous; he had promised, he said, that I should be received and if I would follow him we'd find Captain Koenig.

I passed through to the dock; the Deutschland with her sharp green bow and tubby sides lay within ten yards of me. My breath caught—then wonder—she was much bigger than I had pictured her. Colored men were loading her amidships with what looked like rubber; every chunk thrown from hand to hand passed under the eye of a non-commissioned officer of the ship. Her deck was a flat platform about four yards broad, running her whole length, broken in the middle by the turret with the green tube of the periscope outtopping it just in front. My eyes were glued on the strange craft; she rode high, showing fine lines underneath with bulging sides above rounded like chubby cheeks. About twelve feet of her was above the water, the lower part light green, the upper gray; the platform-deck a foot high, a dark green; at bow and stern men on rafts alongside were planting her a dull uniform gray-green, the best color for invisibility I earned later.

While I was still gazing Mr. Hilken asked me to wait on the Willehad, the big Nord Deutscher Lloyd liner that lay at the Deutschland in from the sea. From the dock of the liner twenty feet above I had a good view of the famous Deutschland; she seemed about 250 feet long and thirty broad; a two thousand ton ship!

On her bow were figures XVI with XV a foot below; evidently to that line now six feet out of the water she drew sixteen feet—ten feet of her already submerged.

A few minutes later Captain Koenig came to me, held out his hand and lifted his cap.

"Will you come to my cabin," he said courteously, and led the way.

I was taken aback. There was an air of dignity about the little man which I had not expected from the reports I had read. As he walked before me I thought him the very type of a captain: rather short, about five feet, six inches; square shoulders, spare figure, the skin tanned reddish brown; the brown coffee-colored eyes were at once reflective and observant; the manner that of a man given to his work; but in a dignified quiet way: "ohne Hast, ohne Rast," as Goethe advised—without haste, without rest.

As he introduced me into a small deck cabin on the liner he opened a box of cigars and held them out.

"Will you smoke?"

I told him I had given up the habit.

"You don't mind if I do?" and he lit one.

Seated opposite to me a couple of feet away I was able to correct my impressions and revise them. His forehead is not high but very broad; the eyes rather deeply set under heavy semi-circular brows; very wide apart these eyes—an infallible sign of brains according to my experience. His manner was earnest, serious, with a touch of natural dignity; evidently a man who respected himself and reckoned on respect from others. As his eyes met mine, I felt on trial; there was a suggestion of greatness about the man; clearly I had to interest him.

Continued
on
next
page

"You never can tell," Koenig replied indifferently: "we might have time to get them out—" and with that he motioned to the hatchway, which was a round hole two feet or so across provided with an iron ladder and an iron top as well to close hermetically. Without a word I went down the twelve feet or so and

found myself in a small space, opening into a passageway.

Captain Koenig first went forward and showed me the forecabin, with sailors' bunks neatly done up in dark woolen rugs or blankets on each side of the passage—"the crew's quarters," he explained briefly, and led the way after again. Suddenly he stepped out of the passage to the left and showed a small dark cabin, perhaps seven feet by six, with two berths in it, "officers' quarters," and turned aft again. A step or two and he opened a door to the right into another cabin and, turned up the electric light, said: "My cabin," and stepped aside to let me enter. The cabin was perhaps nine feet long by six or seven wide, a small table opposite the door, and on the table an autographed photo of Prince Henry, the Kaiser's brother—a book lay by it. Loyalty and love of books—German characteristics both.

"Do you read, Captain?" I exclaimed. "I shouldn't think you'd have much time for that."

"I get time occasionally," he said: but there are difficulties."

"What do you read?" I broke in.

"Jules Verne is my favorite," he replied with a deprecating smile and shrug.

"Jules Verne," I cried laughing. "Well, Bismarck, you know, used to delight in detective stories, and said that Gaboriau was his favorite author: no accounting for tastes. But what are the difficulties you spoke of?"

"When we submerge," he said, "water drips on us from all sides and from the ceiling; it forms everywhere as when you fill a glass with ice: it's our greatest inconvenience, perhaps, and hard to get rid of. We're always trying to dry our clothes on deck when we can. Coming out this time we hadn't much chance," he went on ruefully.

"Bad weather?" I asked.

"Very bad."

He led the way aft and I followed.

"Here are storerooms, kitchen, etc." he went on, opening doors, and showing little cabins—everything clean and neat. "Not much to see, eh?" he added laughing.

And again he led the way aft and down one step into a large room, evidently the whole width of the ship, given up to shining steel bars all along the ceiling and strange machinery on all sides.

"What's this?" I cried.

"The machinery for submerging," he replied, I thought, curtly.

"You may tell me anything," I interjected, "because I'm a duffer at mechanics, and can't understand any machine."

"Nothing much to explain," said Koenig briefly.

"How far do you usually travel under water on any one trip, Captain?" I asked.

"About a hundred miles or so in all," he answered, "sometimes more."

Two Sets of Engines

"How quickly can you dive?"

"In a few seconds: we have done it in six, but it usually takes nearer sixty. It depends a little on the sea. We have to stop and disconnect the Diesel oil-engines and start the electric engines as well as fill the forward tanks. There are a lot of things to think of. For instance, the density of water varies—and that affects the amount you must take in, even the depth you wish to dive alters the amount of water you need in the forward tanks."

The Air Supply

"Is the air below very foul, or do you get enough oxygen to be comfortable?"

"We get plenty now," he replied.

"We can make enough for days and are seldom underneath for more than a few hours at a time; still it is difficult to regulate the supply exactly."

"At first this was the greatest hardship. A man while hard at work consumes more oxygen than when he is resting. At work he needs as much as eighty-five liters of good air each hour; at rest, about forty is sufficient, and when he's sleeping he can do with fifteen. Every one when off duty was encouraged to go to sleep, and some submarine sailors developed remarkable powers: one sailor was christened 'the Dormouse,' because he could sleep at a moment's notice, and as long as you liked."

"One of the naval submarines carried some white mice in a cage, and the crew pretended that you could tell when the air was becoming vitiated by the drooping of their tails."

"A better sign is the headache one gets and the general feeling of limpness. You may take it, we all prefer the open air and fresh breeze: someone has said the difference is like that between butter and margarine," and

the Captain laughed. "But the difficulty about the air has now been conquered."

"What is your chief present difficulty, may I ask?" was my next question. We had drifted into English again.

Dangers of Diving.

Captain Koenig nodded pleasantly. "It is difficult to regulate your dive," he began. "If a high sea is running and a wave happens to break on the bow just when she's going under, you may be driven much deeper than you expected or can guess. We usually try to get a cross sea: it's safer."

"Oh, tell me," I exclaimed, understanding some of the fatal possibilities of this new danger, "can you gauge the depth below the surface? How do you do it?"

"We have a sort of electric clock with one pointer. The mark 'fifty' is our danger line. We can go down safely about three hundred feet." (I reckoned that the fifty meant fifty fathoms, or 300 feet.) "We are not supposed ever to reach 'sixty,'" he added reflectively.

"But if you do," I cried "what can happen? What is there to fear?"

"The increasing weight of the water," Koenig remarked quietly, "would crush the ship as you'd crush an egg-shell in your hand. Every ten meters you go down adds the weight of another atmosphere to the pressure, or fifteen pounds more to the square inch, I think is the English measure."

"Whew!" I whistled; "have you ever reached the 'sixty'?"

"Once," he replied simply; "but the Deutschland must be even better built than her constructors guaranteed, for we survived, as you see; still it is not wise to tempt Providence: Nature's laws have no pity."

At length he had made me realize the appalling dangers of his work: the ship diving, going down rapidly, the pointer moving round, reaches 'fifty,' the pointer still moving slowly, touches the fatal 'sixty,' the pointer slowly passing—stopping—and the relief when the iron hand begins to return, the long breath.

"It is still difficult then to regulate the depth of the dive?"

"It requires care and some niceness of calculation and long practice. For example, if you intend to go very deep you take a little less water in forward than if you are only going fifty feet. If you intend to go down fifty feet and come up again quickly, you must have good weight of water in our forward tanks or she may bounce out of the water like a cork from a bottle. Then near the coast, especially near the mouth of a river, the density of the

water is not that of the ocean. Besides, on a long trip the weight of the ship varies from day to day."

"Really?" I asked in wonder, and Koenig at once explained:

"You consume oil for the engines and food; the ship gets hundreds of tons lighter in crossing the ocean. There are a good many varying factors and close attention is needed: the same officer always controls our diving with the same two seamen under him."

The Brains of the Ship

"But now here is the machine-room and here is where I stand; there is the glass of the periscope and there the tube into which I give my orders; this is the brains of the ship."

"Are you ever nervous?" I asked.

The Captain pursed his lips and shrugged his shoulders indifferently.

"No," he went on with a humorous twinkle, "I'm only nervous when ladies want to inspect the ship when we're in port and get stuck half way down the ladder!" and he broke into a genial laugh.

"What about the Bremen?" I asked.

His eyebrows went up, and he shook his head sadly: "Lost, I'm afraid."

"Not captured?"

"Oh, no! The British would have let us know all about that triumph; no, just lost, one of the myriad possible accidents."

"Are there many?" I enquired, suddenly fallen serious, as men do when the wings of Death seem to be beating near, chilling the air.

"Very many," was Captain Koenig's reply. "One might run into a wreck, a boiler might burst, or you might dive too perpendicularly and lose the power of righting yourself in time."

"Still, you intend to go on crossing?"

"Surely," he replied, and I noticed that the jaws were bone-hard and the skin drawn white on them—inflexible resolve in the face. "You will see us back again I guess, in two or three months."

The Net Gain.

"What are the results?" I asked, "the positive results, the net gain?"

"We took over enough rubber last time to supply all the needs of our army for six months, and enough nickel for a year."

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"Really?" I cried, open-mouthed (till that moment I had had no idea that the results were so tremendous), "and this time?"

"Some eight hundred tons more," Captain Koenig replied in the same even voice; "the blockade is no longer important. It hurts chiefly the little children through the scarcity of milk."

"More Deutschlands are being built?" I hazarded.

"Many more," and the Captain's whole face puckered into smiles. Really his smile is irresistibly contagious, like the sunny laughing joy of a child.

The Future.

"You will soon have a regular service?" I said, infected by his spirit. To my amazement he replied:

"From February on, a monthly service."

"Wonderful!" I exclaimed; "epoch-making!" I added in German. "Your name will be ever memorable with a whole new navy dating from you, taking rank through you and your achievement. You may well be proud and content: you have lived to great purpose."

He shrugged his shoulders again.

"One does what one can. I wish the whole insane war were ended; yet we are over the worst, I believe."

The Zeppelins

"Have you heard the latest news?" the Captain began again reflectively.

"The service our Zeppelins have done?"

"No," I replied, greatly interested;

"what do you refer to?"

"In the great sea-battle of Skagerak," he explained, "it was our Zepps that warned our naval officers of the proximity of the British fleet and kept them informed of every movement—invaluable their help was. I understand. They are called now the eyes of the fleet. German science," he added, "is our feste Burg!" (he referred plainly to Luther's celebrated hymn, which begins:

"A safe stronghold our God is still,
A trusty shield and weapon—")

and he smiled again, this little strong man whose vision was impressive.

"You have surely done your part to save your Fatherland," I cried warmly, realizing how much he had done and how sure he was of imperishable renown—this man who was the first to make undersea travel not possible merely but practicable, safe; and the Deutschland the herald of thousands of undersea liners traversing every ocean a hundred feet below the surface, where there is eternal calm, unbroken silence, the peace of ten thousand centuries never before disturbed.



A CHRISTMAS PARTY ON BOARD A ZEPPELIN

Jersey Journal
July 8/18

Tribune Nov 28/18
125

SUBMARINE FREIGHTER DEUTSCHLAND

Editor Jersey Journal:
Dear Editor: To settle an argument kindly inform me through your "Queries and Letters Column" the exact year, month and day of the arrival of the German submarine Deutschland on the American coast.
And oblige,
E. B.
Jersey City, June 29, 1918.

The submarine freighter Deutschland arrived at Baltimore, Md., July 12, 1916.—Ed.

Newark Call
June 8/18

C. S.—The German cargo submarine Deutschland was the first submarine to cross the Atlantic. It arrived at Baltimore July 9, 1916, claiming to have made the trip from Heligoland in sixteen days, at an average daily speed of 237½ miles a day.—Ed.

Sum
Aug 27/19

Dispatch
Apr 3/18

Deutschland's Captain's Tale

German U-Boat Commander Tells of His Baltimore Escape.

BERLIN, Aug. 12.—Though allied warships lingered outside Norfolk Va., and fishing boats with nets sought to entangle him, Capt. Paul Koenig, master of the U-boat Deutschland, made his escape safely on his first journey to America.

He has just written an account of the outward voyage in the Bremer Nachrichten.

"About two to three days after our arrival in Baltimore (August, 1916) came news that three cruisers were playing at the entrance to Chesapeake Bay," he wrote. "A few days later we had information that two English and two French cruisers were operating at the entrance in the daytime, but withdrew further out at night. These cruisers apparently knew the path we took in and were anxious to catch us on the outward journey.

"We learned, too, that some fishing boats that ordinarily did not remain in the channel had stopped there and put out a very long net, hoping to entangle our gears therein. I ascertained, too, that a firm in Boston had supplied a dozen microphones to English account. What a triumph it would have been for the English if they could have captured us!"

Koenig declared that he was a bit sceptical about American neutrality and fearful lest the Americans should not prevent the British from coming within the three mile limit.

On Aug. 1 the Deutschland took its departure. Koenig said that he had hoped to avoid press boats, but had not been able to do so. However, he rejoiced as night came on and he lost his press pursuers. But when he reached Newport News he was hailed by a press boat.

That night he made for the three mile limit, submerging and emerging several times. He spied fishing boats in the distance and altered his course. Also an American destroyer passed overhead. Having taken a new course when he spied the fishing boats, he turned on his electrical engines, and when he ascertained that there were no sounds of enemy craft he headed out to sea at some distance from where the fishing boats were stationed.

"In the little messroom of the Deutschland I drank a bottle of wine with the officers and engineers which had been given us by German American friends," he concluded. "We drank to a safe journey. Twenty-two days later we came into the port of Bremen safely."

DEUTSCHLAND CAPTAIN IN ENGLISH PRISON

An Atlantic Port, April 2.—Captain Paul Koenig of the German navy has been captured and is now a prisoner in Great Britain, according to a statement made today by the commander of a British ship upon her arrival. The former merchant submarine Deutschland has also been captured by the British, the captain said.

Captain Koenig became famous when he came to America in the Deutschland, then a merchant submarine, the first of its kind and the first submarine of any kind to cross the Atlantic. His famous voyage, which astonished the world, was made prior to America's entrance into the war. Since then the Deutschland was reported to have been converted into an offensive submarine or a mine-laying undersea craft whose wide cruising range made her especially dangerous.

B. Bremer
24/21

DEUTSCHLAND CAPTAIN IS REPORTED DROWNED

Berlin, Jan. 24.—Captain Koenig, former commander of the German submarine Deutschland, was among the missing when the steamer Michaelles was reported lost in a storm.

No steamer by that name is listed in Lloyd's register.

"God Will Save Him," U-Boat Captain Said, Abandoning Man

LONDON, Nov. 25.—Lieutenant Julius H. Fulcher, of Frisco, N. C., who with Lieutenant Frank L. Muller, of Oakland, Cal., was taken on board the German submarine Deutschland from the torpedoed American army cargo ship Ticonderoga on September 30 and was brought to Harwich yesterday by the U-boat, told the correspondent of "The Daily Telegraph" that the Deutschland's commander left an American sailor afloat on a raft after the Ticonderoga sank, with the calm remark, "God will save him."

"The first shots from the submarine," Lieutenant Fulcher said, "badly wounded the captain, killed the gun crew and set our ship on fire. The decks were quickly littered with dead. We managed to get the fire extinguished and to lower boats, but in the excitement and confusion most of the poor fellows aboard were drowned.

"The submarine again attacked us and we kept up our fire until we realized the ship was sinking and that it was useless to continue. We then decided to surrender."

Although wounded, according to the correspondent, Lieutenant Fulcher took a pillow slip and waved it in place of a white flag. The submarine came alongside and he was taken, together with another American officer, aboard the vessel. The submarine commander, revolver in hand, asked the lieutenant where his chief gunner was. The lieutenant told him all the gunners were killed. It was then that a German-speaking American on a raft asked for help, but the submarine commander ignored him, except to say: "God will save him," and then left the man to his fate.

Lieutenant Muller was taken aboard the same submarine, but Fulcher did

not learn of his presence until some days later.

"They gave me a drink of brandy and questioned me about American troops and other things," said Lieutenant Fulcher in an interview. "I was then taken to the forepeak, where I had to sleep with not less than thirty-five German sailors who lived in this dungeon. The first bath I had was when a rain squall hit the submarine while I was on deck.

Saw Neutral Ship Sunk

"On the eighth day of my captivity Germany sent a peace note to President Wilson and on the eleventh day the submarines were recalled from the American coast. On the thirteenth day we encountered a Norwegian vessel from New York to Australia. She was captured and sunk after her provisions had been transferred and the crew turned adrift in a small boat 1,000 miles from land.

"We fired sixty shots at an English sailing ship two days later, but two British cruisers appeared and we submerged to a depth of 150 feet. The cruisers dropped depth charges and the submarine trembled.

Glad of His Release

"On October 26, when the U-boat was recalled, I had been on board twenty-five days. When I arrived at Kiel I was told I would be sent home by way of Copenhagen, but later two officers came and told me I could go to England on one of the surrendered submarines if I wished. I accepted gladly and found that the U-boat was the same one which had torpedoed my ship.

"The Germans treated me very well, but I have come to the conclusion that if a man can stand twenty-five days' imprisonment on a German U-boat he can stand anything."

Lieutenant Muller was brought back on the same boat with Lieutenant Fulcher.

Observer Nov 14/18

San Diego Was Sunk By The Deutschland

Navy Department Has Almost Conclusive Evidence That Giant Mercantile Submarine Laid Mine That Later Wrecked the U. S. Cruiser Off Coast.

Washington, Nov. 14.—The German submarine Deutschland is charged with responsibility for sinking the United States San Diego a short distance out of New York a few months ago.

The information is the best available that the Navy Department has as to the cause, it was stated by an official to-day.

The Deutschland, originally a cargo submarine carrier, was converted to lay mines and was also fitted with torpedo tubes. She was known to have operated for a while off the Azores, it was stated.

As far as the navy has been able to ascertain, she was the vessel that crept into American waters and discharged mines which later wrecked the old cruiser San Diego. It was indicated that the navy's proof so far is not positive, but its evidence is regarded as rather conclusive.

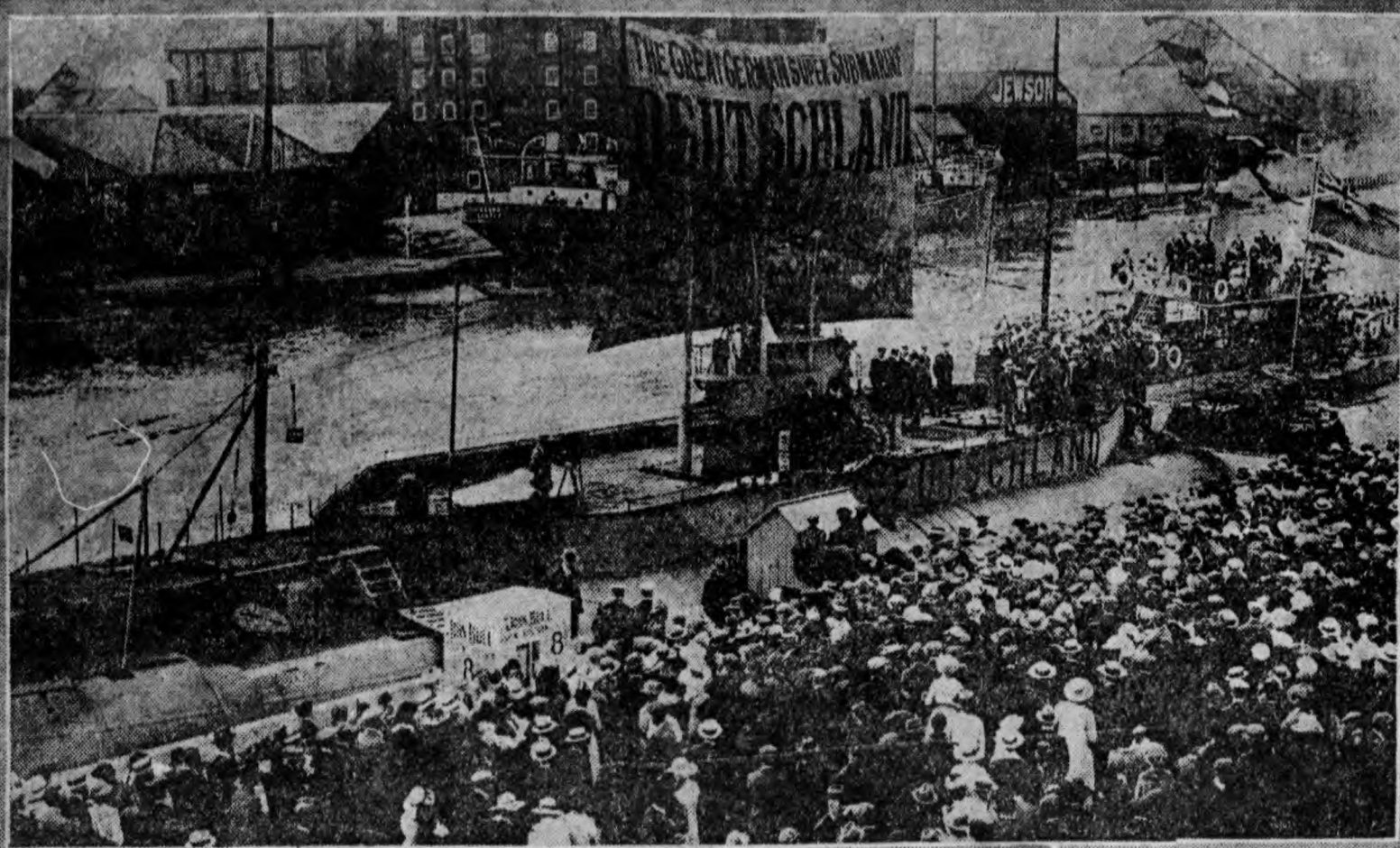
The Deutschland, under Captain Koenig, first came into Baltimore Harbor with a cargo of dyes. After about four weeks she went out with a cargo of nickel and, when she made her second trip, she docked at New London, Conn. On her outward voyage there was a collision in which a tug was sunk.

What happened to her sister ship, the Bremen, is still a mystery as far as the world is concerned. The British Admiralty probably knows, and there may be some American naval officials in on the secret. One thing is certain—she was expected in at New London and never appeared. Stories current in naval quarters are that she was captured and interned by the British.

Germany is understood to have built seven or eight of the vessels of the Deutschland type, which she later converted into submarine cruisers.

126 N. Y. Globe Sept 19/19

German Merchant Submarine Deutschland Now on Exhibition in England.

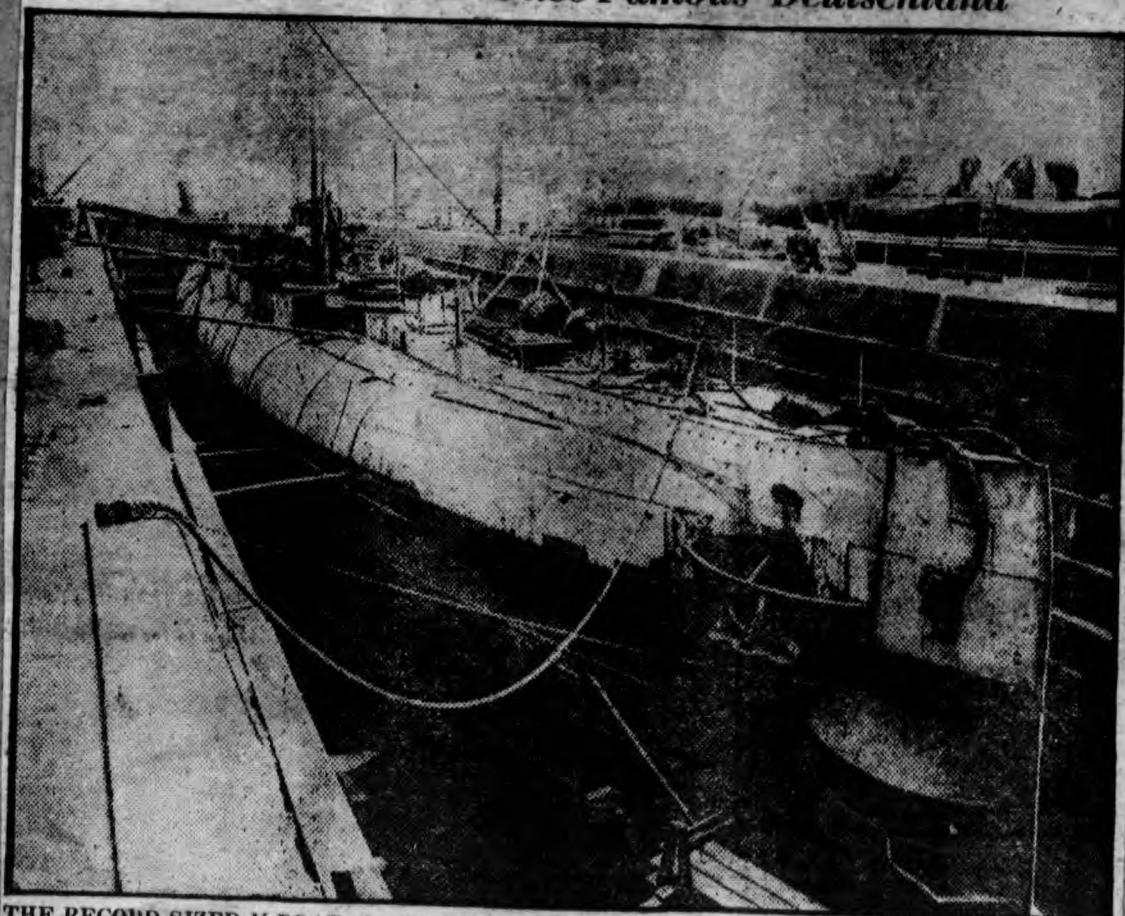


(Copyright by International Film Service.)

The German submarine, which made two trips to America in 1916 as a cargo carrier, is on exhibition at Yarmouth, England. The Deutschland was converted into a mine layer and was captured by the British. The U-boat has since been purchased from the British government by private individuals, and is making a tour of English coast towns and cities for exhibition purposes.

Sunday News July 17/21

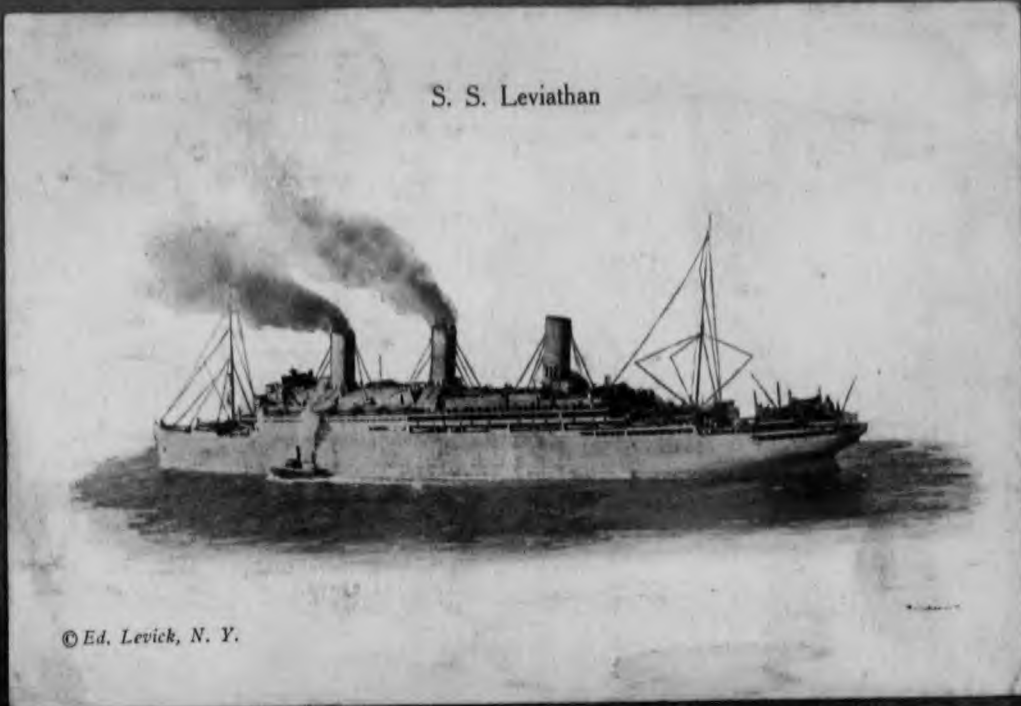
The Last of the Once-Famous Deutschland



THE RECORD SIZED U-BOAT, the Deutschland, which ran the gauntlet of British destroyers during the war and crossed to the United States for a cargo of much needed nickle and rubber, is shown in the dock at Birkenhead, England. Here the shipbreakers rapidly are making junk of the giant submersible.

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S. S. Leviathan



Re. of Herald June 30/17

Songs of the Vaterland

THE U-BOAT HERO—

Unseen, unheard, I skulk and lurk
And wait for the helpless ships.
(Once I glimpse the bulk of a war ship's bulk
I'm off below for a long, safe sulk!)
Safe screened, I murder and scuttle and burke
With a joyous "Hoch!" on my lips.
For moralists' mouthings what do we care?
Let the weaklings shudder and howl;
If we cannot win by means that are fair
We will win by means that are foul.

THE ZEPPELIN—

By stealth I creep where cities keep
Their peace time ways unmarred
(Once a foe's plane flies athwart the skies
I scuttle for home, where dear safety lies.)
And rain my red destruction deep
With shattering shell and shard.
Mothers in agony? What do we care?
The children moan? Let them yowl!
Since we cannot win by means that are fair
Just watch us win by foul!

WILHELM—

We chose the time, we chose the ground,
We fixed the terms of the fray.
(Should we not be fools to abide by the rules
Laid down for Red Crosses and churches and schools?)
If our plans went wrong, pray how are we bound
Not to try it some brutaler way?
The world cries, "Horror!" but what do we care?
Humanity? Ach, halt das Maul!
If we cannot win in ways that are fair,
Bei Gott! we will win by foul!

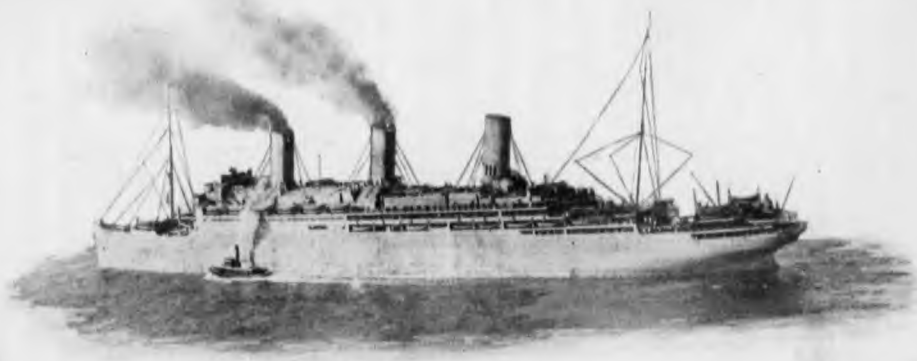
A. C. W.

THE GREAT GRAY SHIP AT HOBOKEN.

Call me not alien! I have breathed
your air
Too long for that: I bear your colors,
too,
And wear the fighting gray!
How long, O Lord,
How long, how long, must I lie idle
here.
My giant form mocked at by puny craft
That puff and wheeze in childish impo-
tence?
Use me, O Country that is now my
own!
Fill my deep bosom with the nourish-
ment
That starving children cry for, over-
seas!
I ache for action! Oh, to feel the waves
Again salute me with their foaming
crests—
The wind, that long has whispered in
my ear
With low, persuasive murmurs as I lay
Supine as Hercules at Omphale's knee,
A sudden changing to a comrade's
voice,
Shouting a stormy welcome as I come!
Ah, might I thus vicariously atone
For wrongs committed by those war-
mad men
Who formed me, launched me, sent me
to your shores!
Where they have starved and beggared,
let me bring
The saving grain, the stores of clothes
and arms—
The ardent men who sail to save the
world
From tyranny and torture and despair!
They cry, "More ships!" I hear them
in my dreams!
I wear your colors, and the fighting
gray:
The tide of Fate is rising—let me go!
FLORENCE VAN CLEVE.

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S. S. Leviathan



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W. of Herald June 30/17

Songs of the Vaterland

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FLORENCE VAN CLEVE.

Phila Public Ledger 128

N. Y. Sun Oct 15/18

Two Minutes of Optimism

By HERMAN J. STICH

Oct 1/20

To Stand Still Is to Be Crowded Out

THE gigantic liner Leviathan, which carried to Europe more American soldiers than any other ship, and which brought home more American boys than any other vessel in the war-time maritime service, now, because she has lain idle for just a little over a year, has sunk into junk at her Hoboken dock.

A little over a year ago the monster Leviathan was a magnificent, plunging, incomparable creation of human ingenuity and energy.

Today, because for thirteen months she has not done any work, her condition is hourly getting more serious, her plates are becoming more rusty, her engines more and more helpless and useless, she is sinking deeper and deeper into the Hoboken mud.

To build another Leviathan now would cost anywhere from \$25,000,000 to \$50,000,000.

At the present moment, she is so far on her way to the scrap heap that recently, when she was offered for sale, not a single bid was received.

The plight of the great liner, which was perhaps the largest and finest transatlantic passenger carrier in the world, is a pitiful example of what happens to humans as well as hulks when activity and service are superseded by idleness and unuse.

There was a time when it was thought that the Leviathan would lead, that she would be the flagship of the international mercantile fleet—just as we have seen men of promise for whom were predicted stupendously successful careers.

But the plans miscarried. The Leviathan was put in dock. And like human beings who do not keep up and go on, but stay content with their laurels, she has simply rusted into incapacity.

The price of premiership is activity and progress.

The boat that does not sail, the athlete who ceases exercising his muscles, the man who is too lazy to keep mentally alert—all are in precisely the same position—all stale and fail to stand out.

When one of Napoleon's marshals rushed up to him during a battle and exclaimed: "Sire, we have taken a battery!" he was peremptorily ordered to "Take another!" Napoleon always went on.

A city that is finished has already begun to decay.

The man who stops stagnates, deteriorates and, so far as progress is concerned, dies.

You may fall down—don't lie down.

It is a long way from failure to success, but if you rest on your oars you will quickly discover it is a very short way from success to failure.

Quit looking around—look forward.

When a man gets to the point where he believes he is a finished product—he ought to set himself aside, wear a label reading "Construction Account Closed," and join the Slow Suicide Club.

Hold your ground and keep pushing hard.

To stand still is to be crowded out.

N. Y. American Apr 24/18
ap

More Truth Than Poetry

By James J. Montague

The Leviathan!

THE Kaiser came himself to see the laying of her keel. Von Tirpitz was on hand to watch her rising walls of steel.

A mighty ship; a German ship, the greatest on the sea;
A ship designed to awe the world with Teuton majesty;
A ship that men should look upon and tremble at the sight;
An overwhelming spectacle of Hohenzollern might.

AND how the German bands blared out in wild Teutonic pride,

And how the Liederkränzes sang when first she took the tide

And, dressed in flags from truck to deck, swung slowly down the stream!

A thing that nobly visualized the glorious German dream,
A dream that every German dreamed—of happy days to be,
When only German ships should sail a Pan-Germanic sea.

BUT now the Stars and Stripes float out above the Titan craft,

And husky lads in olive drab are swarming fore and aft.

A Yankee skipper on the bridge, below a Yankee crew,

Have taught a haughty Vaterland what Yankeeland can do.

Ten thousand men on every voyage, and when they strike their blow,

The Kaiser's mightiest ship may prove the Kaiser's mightiest foe!

OPERA STARS SING ON THE VATERLAND

And Noted Guests Add \$1,500 to Relief Fund Yesterday Afternoon.

Metropolitan Opera stars presented the musical programme yesterday afternoon to the guests at the large benefit coffee given for widows and orphans of German and Austrian soldiers on board the palatial steamer Vaterland of the Hamburg-American Co. now interned at Hoboken piers a social function that eclipsed anything of this kind ever given in this city, and one that will add \$1,500 to the sums already contributed to German relief in this country.

The artists were Herman Weil, called the "German Amato," and Schlegel, another baritone of Metropolitan celebrity; Max Bloch, the tenor and Miss Julia Heinrich, soprano, one of the new singers, daughter of the famous baritone Max Heinrich, who has given up the stage for the studio, and who added his presence yesterday to the galaxy of musicians, contributing generously to the program. With his daughter he sang two duets by Henschel and by special request, his famous German song "My Home."

The German orchestra from Tsching Tau, China, who were sent to this country when the Japanese took possession of Tsching Tau, was stationed on the main promenade dock and played while the guests were assembling and after the vocal program.

The coffee tables were decorated with autumnal flowers, cosmos predominating, and the American and German flags were displayed conspicuously throughout the steamer. Captain Ruser, of the Vaterland, Mrs. Ruser, Mrs. Jarks, wife of Superintendent Jarks of the Hamburg-American line, and Mrs. Henry Erny, of 54 Fourth street, Hoboken, received the guests.

Mrs. Christians, wife of the owner of the Irving Theatre, New York; Mrs. Stiefny, of New York; the wives of the captains of the steamers of the Bremen and Hamburg lines at the piers, were among the guests, and from Hoboken there were Mrs. August Vintschger, Mrs. George Hugo, Mrs. Carl Willenborg, Mrs. Emil Henning, Mrs. Dambelet, Mrs. Loewenthal, Mrs. W. L. E. Keuffel, Mrs. W. Keuffel, Mrs. Walter and the Misses Walter, Mrs. Lehman, Mrs. Maerlender, Mrs. Rudolph Babe, Mrs. Richard Rabe, Mrs. Richard Zeyer, Mrs. Heury Cordts, Mrs. Von Goeben, Mrs. John Steneck, Mrs. Henry Steneck, Mrs. Bopp, daughter of Mr. and Mrs. Steneck, Jr., Mrs. Kuevnick and Miss Lillian Loewenherz.



N. Y. Sun Apr 5/14

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MANY REMARKABLE FEATURES IN THE VATERLAND. WORLD'S LARGEST STEAMSHIP

THE distinction of being the largest ship in the world is now held by the Vaterland of the Hamburg-American Line. While closely resembling her sister ship the Imperator she exceeds the latter in all dimensions. The Vaterland is 950 feet, or nearly five city blocks, in length, 100 feet in width and has a tonnage of 55,000. The Vaterland will sail from Hamburg on her maiden trip June 4, arriving in New York on June 11.

As in the case of the Imperator her hull has been constructed with a complete inner skin carried high above the water line, making her a ship within a ship. She is provided with both longitudinal and transverse bulkheads, giving her a cellular construction and rendering her proof against collisions and similar accidents.

She carries lifeboats more than sufficient to accommodate all on board. Her powerful wireless apparatus enables her to keep continuously in touch with land. A unique feature is a complete fire department recruited from the fire departments of German cities.

The Vaterland has many original features. She is the first steamer ever built with funnels which do not pass directly through the centre of the decks. Each of her three great funnels divides in the form of the letter Y at a point beneath the lowest passenger deck and the sections join again in a single tube which rises above her uppermost deck. The space occupied by the ordinary funnels passing through the middle of the decks is thus left clear and the public cabins may thus occupy the deck without obstruction.

Taking advantage of this new arrangement of the funnels the grand dining room of the Vaterland will be unique. It will accommodate 800 passengers at one time, all seated upon the same deck. The great size and steadiness of the steamer make it possible to furnish the dining room with movable dining room chairs in place of the swivel seats attached to the floors common to ocean steamers.

In addition to the regular dining room the Vaterland will have a Ritz-Carlton restaurant, a grill room and a palm garden. The main dining room of the Ritz is built oval in form, exactly reproducing its counterpart in New York city.

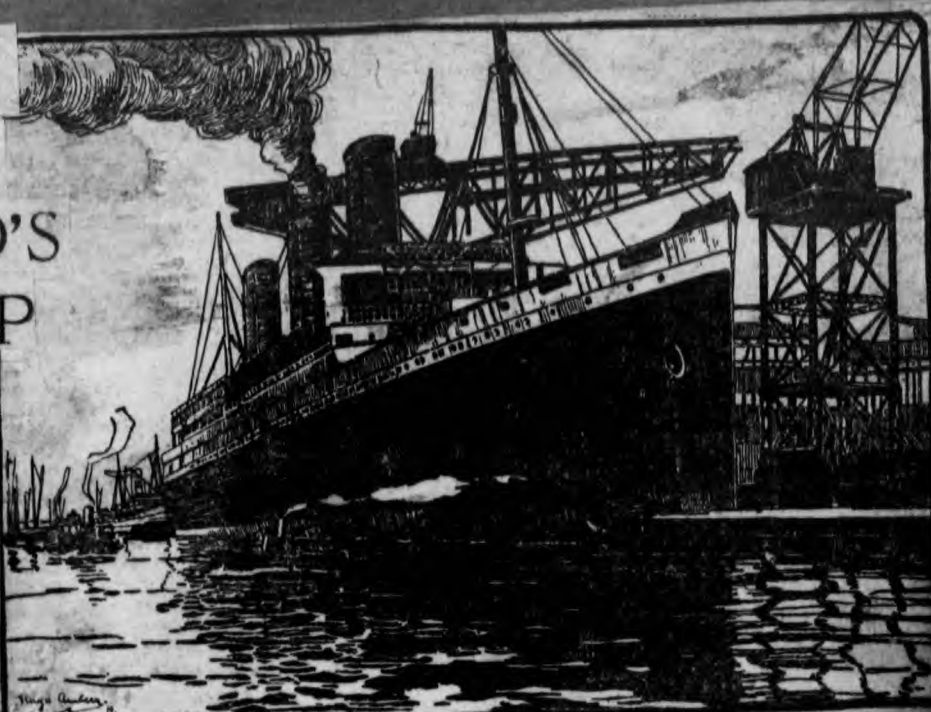
The great social hall of the Vaterland is even larger than the famous ballroom of the Imperator. This cabin will be the largest ever constructed on shipboard. It is roofed with glass, uninterrupted by pillars or supports of any kind and illuminated by concealed lights. It contains a theatrical stage.

The elaborate swimming pool of the Vaterland and her various electric, therapeutic and other baths lend her the attraction of a great spa or bathing resort. The pool, which reproduces a Roman bath, extends through three decks.

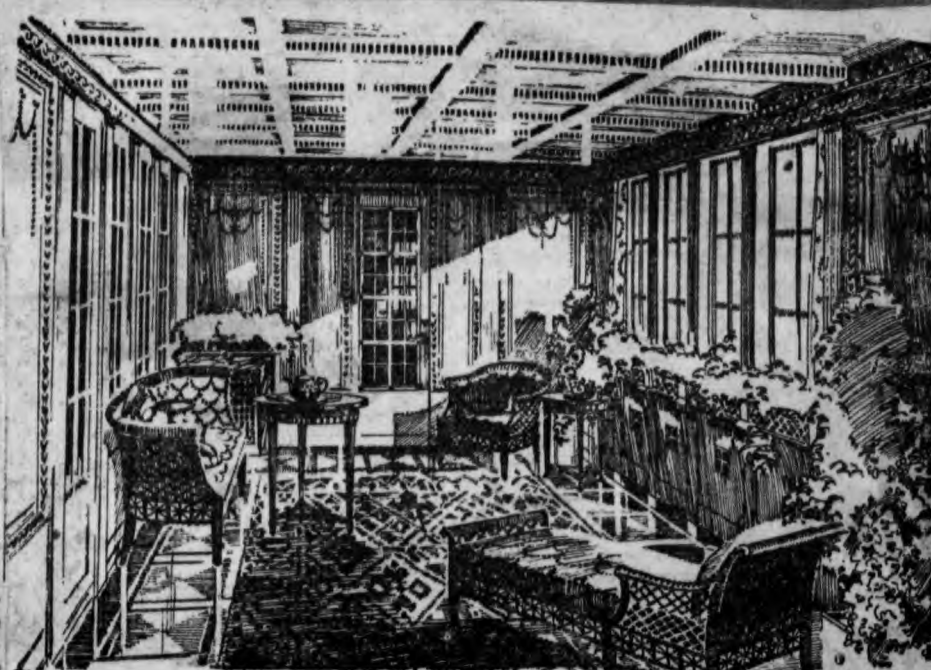
The great size of the Vaterland has made it possible to make her staterooms unusually commodious. The Vaterland is the first ship to be built with three passageways running lengthways, which serve to supply every stateroom with abundant light and fresh air and give the ship an effect of roominess throughout. In every stateroom bedsteads replace the built in beds or berths common to most ships.

The passengers on the Vaterland have the choice of private suites which vary in size from two to twelve rooms. The most elaborate of them, known as the Imperial suites, include bedrooms, sitting room, breakfast room, two baths, servants' rooms and a private deck. A large proportion of the staterooms have private bathrooms and the other baths are so distributed as to be convenient to every stateroom. In the first cabin alone there are more than 250 baths.

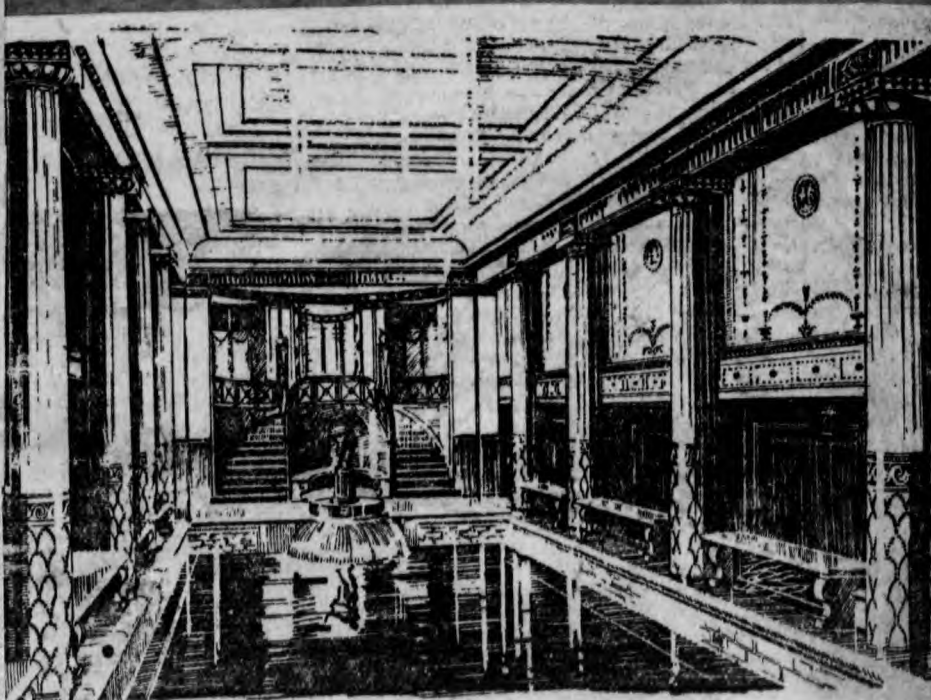
An important innovation has been made in the steerage accommodations both on the Vaterland and Imperator. The steerage passengers will occupy separate rooms for two, four or six persons instead of the dormitories formerly used.



The Vaterland.



Parlor of private suite.



Swimming pool.

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LIBERTY ON THE DECK OF THE VATERLAND

WHEN the largest ship in the world, the Vaterland, enters New York harbor May 21 a remarkable comparison will be made possible with the heroic figure of Liberty enlightening the world.

If the largest statue in the world were set down on the deck of the great liner the torch in the upraised arm would be below the American flag at the mainmast. The statue itself is 151 feet in height, while the masts of the Vaterland rise 197 feet above the main deck. Any one who has climbed the long staircases in the statue leading to the balcony about the uplifted

torch, will be especially impressed by the comparison.

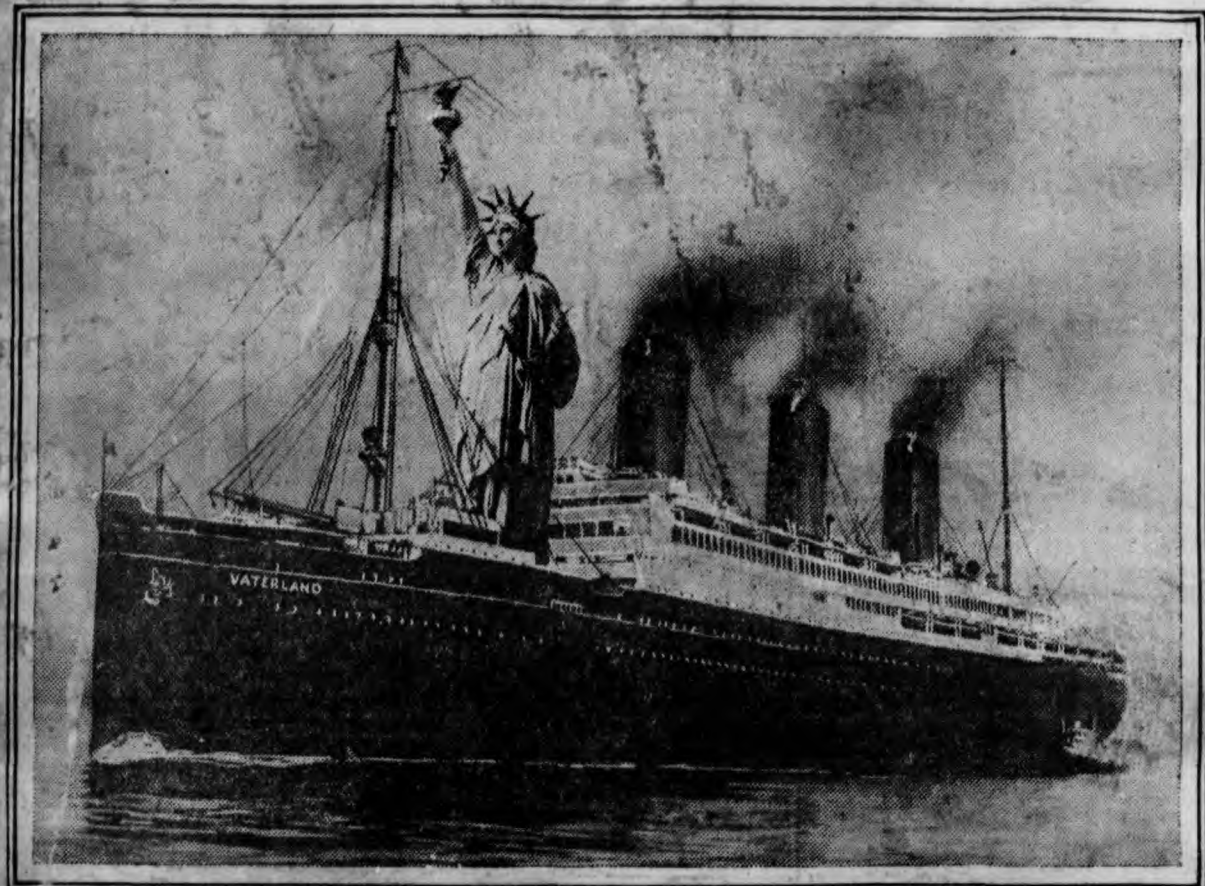
The Vaterland is built upon such graceful lines that it is difficult to realize her great size. She is 950 feet in length and 100 feet beam and has a tonnage of 58,000, exceeding her sister ship, the steamship Emperor, in all dimensions.

The great sister ships of the Hamburg-American Line have been described as "the most palatial hotels afloat." Their passengers enjoy every luxury of modern travel. The grand salon of the Vaterland is the largest cabin ever constructed on shipboard. Her main dining room will accommo-

date 800 guests at one time. She has in addition a large Ritz-Carlton restaurant, a grill room and several private dining rooms.

One of the great attractions of the Vaterland is her Roman bath, which is supplemented by a variety of electric and therapeutic baths and upward of 300 private bathrooms. Every conceivable safety device has been installed, including a complete fire department, manned by experienced firemen recruited from the fire departments of German cities.

The Emperor and Vaterland will be followed by a third sister ship of similar dimensions.



Ingr Sept 5/15

Observer Feb 10/17

BURY REMAINS OF STEWARD STREHNS OF VATERLAND

Officers and Sailors of Interned Ships Attend Obsequies of Their Former Comrade.

Permission having been granted Undertaker A. J. Volk, to conduct the funeral of Gottlieb Strehns, the steward who died aboard the steamship Vaterland, the body was laid to rest yesterday afternoon in the Hoboken Cemetery. The services took place in the chapel at the undertaking establishment and were attended by many of the officers and sailors of the interned liners. The funeral was led to the burial ground by a band from the Vaterland.

The quarantine on the German vessels in Hoboken was raised yesterday by Dr. F. S. Stack, following a report that he received from the county medical authorities to the effect that the death of Steward Strehns was not caused by an infectious disease, but rather by food poisoning.

The report stated that the investigation failed to show any signs of cholera or typhoid fever, and as a result it was decided to lift the quarantine.

It seems evident however, that the last of the matter has not been heard for summons have been issued at the request of Health Inspector Frederick Anderson against Anthony J. Volk, Jacob Windermuth, and Thomas Burnes. Windermuth is a partner in the undertaking business with Volk, and Burnes is said to have been the man who drove the wagon in which the body of Strehns was taken from the boat and carried through the streets to the Volk Morgue.

The summons are returnable Tuesday morning in the Recorder's Court. They charge that the defendants have been guilty of a violation of section 155 and 159 of the sanitary code of Hoboken. Under these sections it is provided that no person shall carry into the city a dead body or take a dead body from any vessel into the city without having first received a written permit from the Board of Health.

GERMAN CAPTAINS TOLD TO DISABLE SHIPS, IS REPORT

Order Is Alleged to Have Been Given at Dinner on Vaterland.

What is said to be a true version of the destruction of the engines on board of not only the German vessels tied up at the Hamburg-American and North German Lloyd lines in Hoboken, but those elsewhere in eastern ports of this country, was given out to-day by a reputable person in close touch with people in a position to know what was done in the way of dismantling the engines.

According to the story the engines on every German vessel tied up at docks in the eastern port since the war broke out have been destroyed so that the merchantmen will be of little or no use to this government in the event of war, or will take at least a year to replace. The source of the information is undeniably reliable.

Instructions to cripple the machinery, it is said, were given out at a dinner aboard the steamer Vaterland, of the Hamburg-American Line, Hoboken, on Wednesday night last, when all the commanders of the vessels of German lines and some Austrian commanders were present. It is said Resident Director Dr. Ekkert, who lives aboard the Vaterland and who is recognized as the German Imperial Government's representative here when questions concerning merchantmen are involved, presided.

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BEAUTIFULLY FURNISHED ROOMS
ON THE VATERLAND



Dining Salon.



Winter Garden.

Observer Mar 13/17 Observer Apr 7/17 Observer Apr 27/17

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THREE HUNDRED OF VATERLAND'S CREW REMAINING

Eleven Hundred Said to Be
Scattered About the
Country.

It was stated this morning on reliable authority that practically all of the crew of the Hamburg-American steamer Vaterland, at present tied up in Hoboken, have left the vessel, and that out of the complement of 1,400, which she had when the war started, there are now no more than 300 men on the vessel. If these figures be correct, 1,100 men have left this vessel since the beginning of the war.

It is also stated that the same holds good of the other vessels belonging to the Hamburg-American and the North German Lloyd lines, and that none of these vessels now has anything like her full complement of men. Where the men have gone is somewhat of a mystery, and the supposition is that they have scattered throughout the country.

It is positively known, as has been stated in these columns, that the machinery on board of the big liners has been damaged in a manner that will make it almost impossible to repair them for months to come. According to the same authority all of the vital parts of the engines have been taken away and dispersed and the blue prints hidden where they are never likely to be found by any excepting those who put them away.

It is also said that, working without these blue prints, it would require the services of a staff of expert marine engineers to replace the missing parts of the machinery, and that, even then it would take a year before the vessels would be in sea-going condition again.

BIG LINER THE F-268 ON MAIDEN TRIP HERE

To set at rest all rumors that the Vaterland has been removed from her berth and that she was seen being towed in the Hudson by tugs, investigation shows that the boat in question was not the Vaterland, but the F-268 from England. It arrived here several days ago on its maiden voyage. It was originally built for the Holland Line, but was commandeered by the British Government.

The F-268 is larger than the giant German vessel and has four funnels.

HONORS ENGINEER FOR VATERLAND REPAIRS

[Special to Hudson Observer.]

Hackensack, July 20. — "Commodore" William H. Mackay, former postmaster of Rutherford, and a naval engineer during the Spanish-American war, was signally honored yesterday in the presentation by Senator William B. Mackay, of a special commission from Governor Walter E. Edge, perhaps the only one of its kind ever issued to a citizen of this State. The commission reads as follows:

"Reposing special trust and confidence in your patriotism and courage, and in recognition of your ability as chief engineer in charge of preparing the S. S. Vaterland for commission under appointment of the United States Shipping Board, I do hereby commission you to represent the State of New Jersey in your official capacity as chief engineer in charge, upon all occasions of ceremony, the same to continue in force until otherwise lawfully determined or annulled."

VATERLAND WAS NOT DAMAGED BY CREW

Captain Ruser Refused to
Carry Out Orders of
German Officials.

Commodore Hans Ruser's "Baby" was all safe and sound to-day; not a scratch on her; not a rib cracked; nothing wrong with her interior. And it was all because Ruser loved his "Baby" so that he just couldn't bear to harm her himself.

The "Baby," be it known, is the great German steamer Vaterland, swinging idle at her pier in Hoboken to-day—the one ship out of all the dozens seized from the Germans yesterday that had not been greatly damaged by the crews.

Custom officials were chary about giving out information to-day, but it was reported that Ruser, to whom the Vaterland was more like a child, had deliberately refused to carry out orders of German officials to destroy the great engines of the ship that was the pride of his heart. He loved her great glistening apparatus too well.

EXPECT REMOVAL OF VATERLAND IN WEEK

It is expected that the Hamburg-American liner Vaterland will be removed from her Hoboken dock towards the end of the present week. It is understood on good authority that she is to be taken to Halifax, Nova Scotia, where she will be placed in dry dock and thoroughly overhauled.

Yesterday a force of five hundred men were put to work on the North German Lloyd ships. Yesterday also captains were assigned to all the vessels. It is expected that as soon as they can be made sufficiently seaworthy and the entrances to the piers are cleared of the accumulation of the mud of two and a half years, that all of the vessels will be removed.

Most of them, it is stated, will be taken to Norfolk, while one or two of them may be placed in Tietjen & Lang's docks here in Hoboken.

It became known yesterday that Commodore Ruser is back again in this city, having been allowed out on parole. It will be remembered that Ruser refused to allow the Vaterland to be damaged.

SHIP STEWARDESS OUT UNDER BONDS

A long stay at Ellis Island, which might have lasted until the end of the war, was the prospect before Mrs. Augusta Ganschow, who had been a stewardess on the former Hamburg-American liner Vaterland up to March 6 last. She was taken from that vessel to Ellis Island on the previous day and was being held there. It was stated that she was suffering from an illness which prevented her from entering the United States. Her husband, Franz Ganschow, told of his wife's plight to Counselor Abe D. Levenson, of Hoboken, and the latter immediately communicated with the Immigration Department, and they stated that the matter was not in their jurisdiction and referred him to the Department of Labor. He communicated with this body and also with Washington and was finally granted a rehearing of the case.

The hearing was held on Monday afternoon before Assistant Immigration Commissioner Uhl, at Ellis Island. At its close the commissioner asked for a bond of \$500, to be signed by two reliable real estate holders in the city. This bond was procured and Postmaster Adolph Lankow, of Hoboken, approved of

SS. VATERLAND BEYOND REPAIR

Internals of Big Ship So Badly
Damage That She Is
Useless.

That the Hamburg-American leviathan Vaterland is so badly damaged that she cannot be repaired before the end of the war is the statement made this morning by two men who are in a position to know the exact truth about this ship of mystery.

It had been stated on many occasions that the Vaterland was damaged, but after the seizure by the American Government this statement was positively denied. The Collector of the Port, Dudley Field Malone, was authority for the assertion that the vessel was in the best of condition. It was also announced that Captain Ruser, the commander of the vessel, had refused to obey orders he received to damage the vessel and that on this account he was allowed a parole by the U. S. Government.

All of these statements are now proved untrue by information received this morning that is so well authenticated as to command attention.

The first authority on which stress may be laid is an American who is at present working on the piers. This man is in a position to gain first-hand knowledge of the condition of the big ship.

"There is absolutely no question about it," he said. "The Vaterland is badly damaged. Two of her turbine engines are wrecked, and there is reason to doubt if the engineers will ever be able to repair her. I am speaking from my own personal knowledge and I know that this is a positive fact."

The other man who made a similar statement is an American of German descent, who occupies a prominent position in the city, and who is also in a position to speak with authority.

"Did you ever hear of a German captain who received orders from the German government and who ignored them?" he queried.

"Is it a fact that the Vaterland is damaged?" he was asked.

"Certainly it is," he replied.

"Will it take long to repair her?"

"I do not believe they will ever be able to repair her," he answered.

The same man stated that he had learned the damage on the Frederick der Grosse, of the North German Lloyd Line, is so great that it will take over four months to get this vessel into shape.

This morning a large crowd assembled on River street to watch a man, employed by Tietjen & Lang, cutting the top masts of the Frederick der Grosse. He was using an acetylene torch and as he worked the molten metal from the binding of the top mast came spurting down in showers of liquid fire. It is understood that this vessel is to be taken to the Brooklyn Navy Yard either to-day or to-morrow.

The Pennsylvania, the Bohemia and the President Lincoln are also being prepared for their trip. In a few more days it is expected that all of the vessels will be removed and work will then start on the plans made by the military.

Rumors were revived yesterday regarding the impending removal of the Vaterland, the Hamburg-American leviathan taken over by the Government at the time of the declaration of a state of war. For weeks past smoke has been pouring out of the center smokestack and this has given rise to the conjecture that it is the intention of the Government shortly to remove the vessel.

it. Yesterday afternoon Counselor Levenson, with Franz Ganschow, went to Ellis Island and secured the release of the former stewardess and she was brought back to Hoboken, where she is living with her husband at 121 Garden street, smiling and glad she is saved from the long detention.

Observer July 27/17

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Dispatch May 21/17

Vaterland, Giant German Ship, Is Ready for Trips

Said to Have Been Repaired at
Cost of Million Dollars, at
Hoboken Piers.

Washington, July 27.—Announcement was made today that the German steamship Vaterland, seized at her pier in Hoboken by the American Government when war was declared on Germany, will be ready for service shortly. Repairs to the ship have cost slightly less than \$1,000,000.

More than half the German vessels taken over by the United States, a score or more of which were tied up at Hoboken, have been repaired and put on the seas. All those taken in American continental ports will have been repaired in a few weeks.

Late this evening Secretary Daniels permitted this much of the Navy's plans to be made public.

The American flag was to-day run up on the great steamer Vaterland. She is ready for sea. It is estimated she can carry 10,000 troops. A naval officer and crew went aboard and hoisted the ensign and the Navy Commission pennant.

The Secretary further announced that work on the restoration of the fifteen other interned German liners seized after the declaration of war is rapidly proceeding. The work of repairing the damage the Germans did before they lost control of their ships, was begun some weeks ago, under contract by the shipping board. The Navy since then has taken the work over, and is rushing it to completion, under Navy supervision.

This is all the Secretary will permit to be made public of his plans and their progress.

Dispatch
Aug 3/17

SAILOR ENDS LIFE ON THE VATERLAND

Naval Fireman on Big Steam-
ship at Hoboken Pier
Commits Suicide.

There was a suicide on the steamer Vaterland at the Army piers in Hoboken last night. S. S. Holland, 36, a fireman of the U. S. Navy hanged himself in his sleeping quarters shortly after 9 o'clock. Dr. Letteiri was summoned from St. Mary's Hospital and a pulmotor was brought into use, but the man died.

He was found hanging by a rope from the ceiling of the third deck, by his sleeping mate. The atmosphere was intensely hot and had he been taken to the upper deck where there was more fresh air his life might have been saved. As it was the ambulance surgeon did not arrive for fifteen minutes after the victim had been cut down, and he expired a few seconds later.

The military authorities would give out no report or information on the matter.

VATERLAND AND OTHER SHIPS IN HOBOKEN TO BE TRANSPORTS SOON

Observer July 28/17

STORY OF DAMAGE TO VATERLAND IS FULLY CONFIRMED

Washington Dispatch Veri-
fies Hudson Observer
Exclusive Article.

Official confirmation came from Washington yesterday of the statements made in the Hudson Observer several months ago to the effect that the giant Hamburg-American liner Vaterland had been badly damaged.

This was contained in a dispatch from Washington, in which it was stated that "the great German liner Vaterland will be ready for service in a short time. More than a million dollars has been spent in repairing the damage done to this vessel by her German crew before her seizure. It was necessary for her hull to be scraped by divers, since there is no dry dock in this country large enough for the vessel."

This is just in line with the exclusive information which was printed first in the Hudson Observer and subsequently in the New York papers, to the effect that the Vaterland was so badly damaged that it would take months to repair the damage.

At the time that this statement appeared a considerable protest was made against it in certain quarters, and it was claimed that the story was not true. No retraction of the story was, however, printed by the Hudson Observer in spite of the fact that a request to this effect was made to the paper at that time.

It is now shown, by the Washington dispatch quoted above, that the information printed in the Hudson Observer was correct in every detail, even to the time that was required to put the vessel into shape.

It is now stated that the Vaterland will be put into commission as a hospital ship and that she will be moved from her Hoboken dock.

Observer Aug 3/17

VATERLAND FIREMAN HANGS SELF ON SHIP

Although no information was given to the police, it became known last night that S. S. Holland, aged 36, a fireman on board the United States steamer Vaterland, committed suicide last night by hanging himself with a rope in his sleeping quarters.

Absolutely no information was allowed to leak out regarding the details of the man's death, beyond the fact that he was dead.

the divers are now doing. It was also stated, on the same authority, that there is every likelihood of the vessel being used as a cargo carrier for the Allies.

According to the same informant only one pier, Pier 1, of the North German Lloyd Line, has so far been cleared, but it is expected that there will be further movements of the vessels during the latter part of the present week.

Will Be Completely Repaired and Ready for Use Within Five Months, War Department Announces—Floating Hotels to Take Troops to France.

TEST BOILERS OF SHIP IN HOBOKEN

Washington, May 20.—Three of the largest interned German liners, the Vaterland, the George Washington and another, the name of which has not yet been mentioned, will be repaired and ready to transport an entire division of American troops to Europe within five months. The War Department received this information this afternoon and at the same time was told that nearly all the other great German steamships will be available for transport duty within that time limit.

While the passenger capacity of the Vaterland and the George Washington in all classes was about 2,500 each, the crews numbered almost as many, and it is estimated that each of these vessels could carry 10,000 troops in comfort. The luxurious cabins and suites will be torn out and the cabins so arranged that the passenger capacity will be almost quadrupled.

A division of the United States Army, including cavalry, numbers 28,000, so that three of the great floating hotels of the era before the war will be able easily to more than accommodate an entire division with equipment.

Altogether the interned German ships represent a tonnage of 600,000. Work is being rushed on repairs to all of them and the damage done by the German crews when diplomatic relations were broken will be completed sooner than the first estimates indicated, the War Department has been informed.

The Vaterland and George Washington are docked in Hoboken. It was noticed Saturday that the boilers of the Vaterland were being tested.

Observer May 18/17

DIVERS CLEAN HULL OF THE VATERLAND

Work was started this morning on the cleaning of the hull of the Hamburg-American steamer Vaterland, the largest of the German vessels at present tied up in Hoboken.

Twelve divers were employed to scrape the sides of the hull, where there has been a considerable accumulation of slime and shells formed there since the vessel was tied up in this port at the outbreak of the war.

It was stated that this work will take a couple of weeks to complete as the men have, necessarily, to work slowly. At the same time there are nearly 100 other men working in the interior of the vessel getting her into shape.

Plans have already been made for securing a crew for the big liner. It is said that she will be in trim in about six weeks or a month, and probable that she will then be put into transatlantic service as a cargo carrier to Europe.

It was stated on the best of authority this morning that, while nothing definite has as yet been decided on, it is thought that the Vaterland will not have to go into dry dock, as she is in sufficiently good condition to be put into a seaworthy state where she is. This to some extent will depend on the work that

N. Y. Tribune July 29/17 134

Observer Aug 29/17

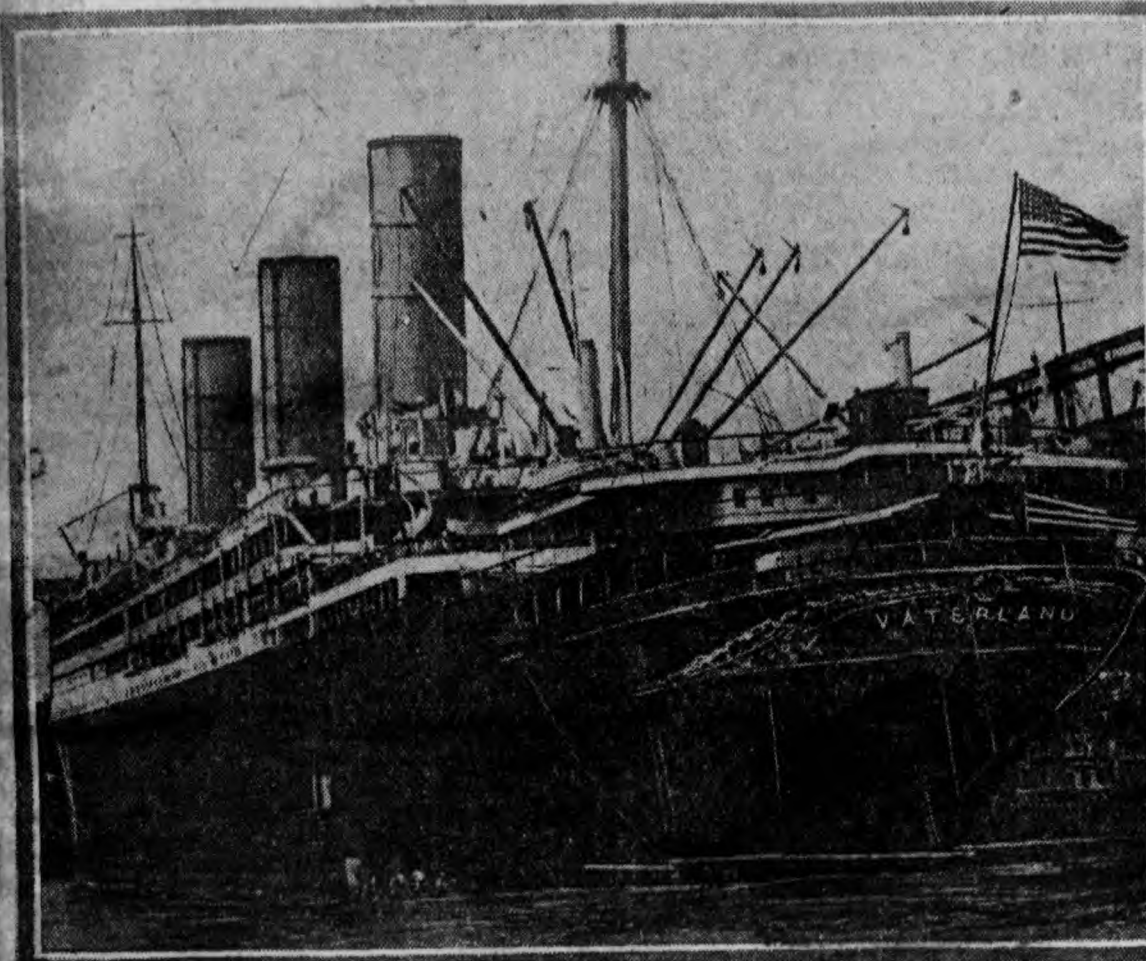
Stars and Stripes Flies Over the Vaterland

VATERLAND PAINTED BATTLE GRAY COLOR

Men started working this morning on the U. S. S. Vaterland, the former leviathan of the Hamburg-American Line, which is still tied up at her pier in Hoboken.

As a result the Vaterland is rapidly losing her familiar appearance. The well-known dirty yellow is being hidden by a coating of battle gray. Already two of the masts have been covered with the new color and a considerable portion of the upper structure.

The change makes the Vaterland look somewhat larger, if that were possible, and also makes her look smarter and newer.



(Copyright by Underwood & Underwood, N. Y.)

The Vaterland, the biggest passenger vessel in the world, has been taken over by the United States. She was formerly a Hamburg-American liner and is one of sixteen vessels taken over by the government, all of them damaged by the Germans on the eve of this nation's entrance into the war. The work of repairing them, which was begun under contract, has been taken over by the Navy Department. Repairs to the Vaterland cost more than \$1,000,000. Work on all the vessels is being pushed rapidly, and it is believed that this tonnage will be devoted to transport service.

Hud. Co. Post
Sept 1/17

Hud. Co. Post
Aug 18/17

He found a nice soft place

Many war stories have emanated from Hoboken during the past three years, but the primest of them all developed from the vicinity of the S. S. Vaterland, the other day—very much in the vicinity of the Vaterland.

Coming from an authentic source which cannot be mentioned, however, for obvious reasons, and on which neither confirmation or denial could be secured from those in charge of the operations around the vessel, it is stated that there was just more than a tinge of anxiety one day this week when one of the divers engaged in scraping the hull of the leviathan liner failed to respond to signals from those above.

Half a dozen divers have been at work for several weeks past scraping the hull of the liner, which is now taking on a war grey paint. The ship was moved from one side of the pier to another in order that the channel could be dredged and that the divers could get at the other side of the hull.

One day a diver went down and shortly afterwards his broom was seen floating on the surface of the dock. Those in charge of the operations became anxious over the diver and they signalled him to come up. To their signals there was no response and the officers became considerably worried and two other divers were hurried into suits and sent down to look for their comrade.

This is the story as they tell it: "We feared sharks had got him, or that he had died a natural death while under the water, but we found him in a beautiful sleep. His life line was looped around the rudder and upon a spar of it he was found sitting with his head lying against the hull of the vessel fast asleep."

All Eyes on S. S. Vaterland

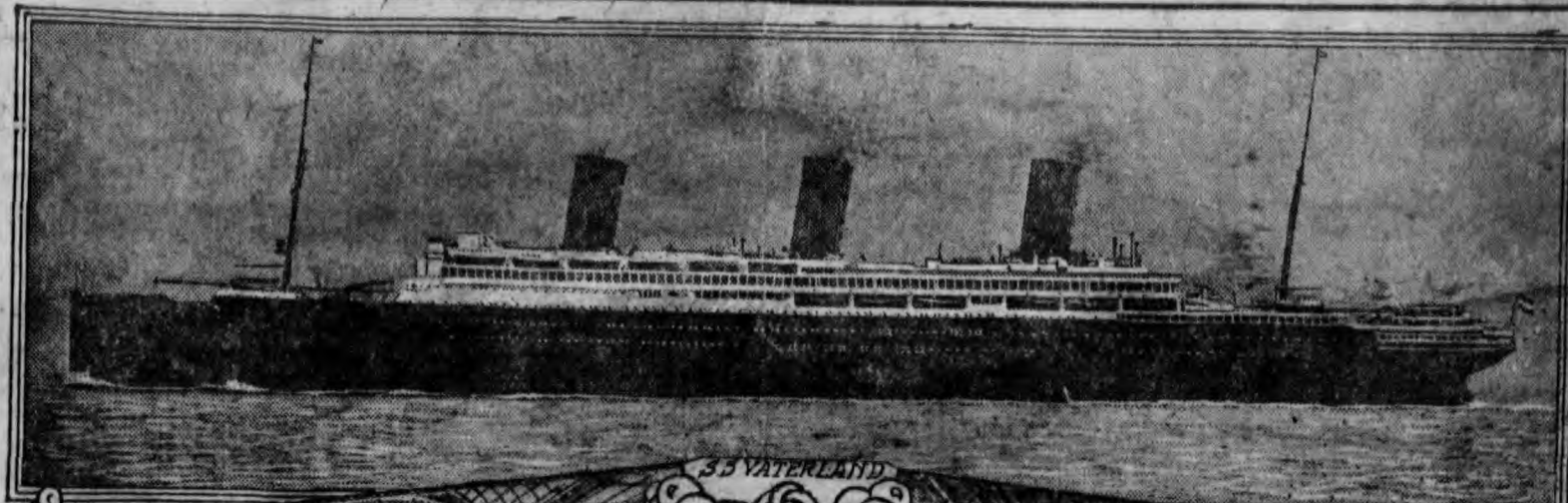
The eyes of the Hoboken newspapermen will soon be in such a condition that they will not be able to get a medical O. K. for the Salvation Army. This is all the result of the false alarms pulled by the S. S. Vaterland, now a transport of the United States.

Since she was laid up in Hoboken at the beginning of the war rumors have been so persistent that she was about to make an effort to run the British blockade that from time to time the reporters have been on the jump to see her leave her berth.

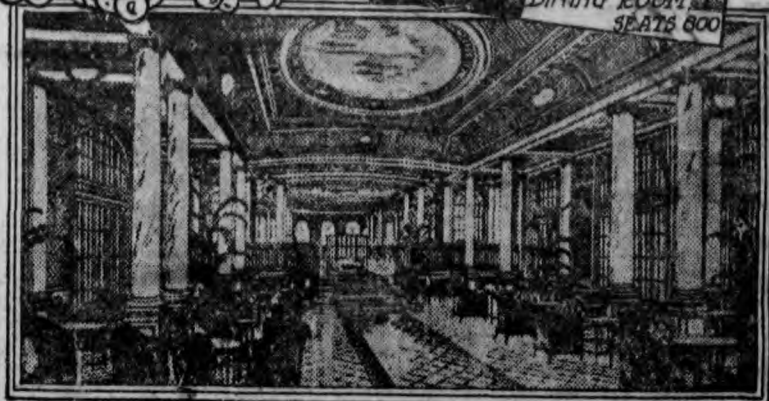
When she was taken over by the United States Government a few months ago the yarns about the vessel's condition were so many and varied that any old yarn about the Vaterland seemed to pass muster. Dudley Field Malone, Collector of the Port of New York, threw another yarn when he declared that the engines of the vessel were O. K. The amount of money spent in repairing her for service shows that the Collector of the Port's yarn, nothing more nor less.

For weeks now the newspapermen have been on the jump all the time about her sailing date. She is expected to leave her berth at the Army piers any moment, and the moments grow into hours and days, until the reporters are beginning to lose their eyesight watching for the giant vessel's departure. The Vaterland up until a few months ago was the biggest vessel afloat, but it has since been superseded, it is stated, by a British boat built since the war.

IN THE GIANT VATERLAND, KAISER BILL GAVE US 10,000 TROOP TRANSPORT THAT WAS BUILT TO DEFY SUBMARINES



These interior views show how the Vaterland looked before Uncle Sam seized the ship at Hoboken. For weeks an army of skilled mechanics has been ripping out this luxurious equipment to provide cots and other equipment for the troops, who will sail to "Over There" soon in lots of 10,000.



Kaiser Wilhelm himself has contributed Uncle Sam's greatest aid in transporting armies to France. Thanks to the Kaiser's orders to the German shipping companies, Uncle Sam

has to-day one ship which can transport half a division or over 10,000 men, with all their equipment. The ship was designed primarily for that purpose. The giant Vaterland, outwardly

a floating passenger palace, when stripped of her ornaments, is the world's greatest troop transport. As if the submarine were foreseen, the Vaterland is equipped to withstand

submarine attack better than any ship afloat. Gun platforms for a whole flock of rapid fireers were cunningly built into her. Her speed enables her to run away.

Through a system of watertight compartments she is practically unsinkable. If struck squarely by two or three torpedoes she would remain afloat.

As Uncle Sam's engineers have proceeded to remodel the Vaterland since the American flag was hoisted over her they have been running into surprise after surprise. They have found their work already done for the most part.

The suitability of the Vaterland for transport purposes have heightened the suspicion that she was built especially to carry a little army for a surprise attack on a distant coast—the United States or Brazil in all probability—if things had gone as the Kaiser planned, and our turn had come.

The highest military experts in Germany were consulted in the building of the Vaterland. And now their pet weapon is turned against themselves.

The Vaterland can cross the Atlantic in less than a week. She could take 20,000 men per month to Europe.

The troops sailing on the Vaterland can drill every day. On her giant after-deck a whole regiment can deploy.

No troops have ever sailed the seas in the solid comfort enjoyed by the boys who go "over there" in the Vaterland.

Thank you, Bill!

Observer Nov 10/17

N.Y. Times Oct 20/17

ON LEVIATHAN WITH GUN; IS ARRESTED

Sabardo Caparino, of 509 Madison street, Hoboken, was this morning turned over to the Federal authorities. He is held on a charge of carrying concealed weapons on board the U. S. S. Leviathan.

When Captain Mortensen asked the German commandant why his gunners fired eight shots at the crew of the Pauline as the men were leaving in the boats he replied in English, "You fellows are no better than the men in the trenches." The Germans took away all the provisions they could carry in their boat before sinking the bark.

Captain McCrae commanded the schooner Crockett, which was torpedoed off Brest with a cargo of oil and steel wire, but was not sunk. The U-boat was scared away by a French destroyer which towed the vessel to the nearest port.

Captain Charles Olsen of the schooner Henry Libbit of Philadelphia also returned. His ship, which was carrying oil, was sunk on Sept. 23, and he and his nine men escaped in a lifeboat.

GERMANS SEEK VATERLAND.

U-Boat Commander Asked Captive About Giant Liner.

The Captains and crews of three American vessels which had been sunk off the French coast in the last few weeks arrived yesterday at an Atlantic port from France with details of the activities of the U-boats against ships carrying stores to the Allies.

Captain Hans L. Mortensen, who commanded the bark Pauline, which was sunk on Sept. 25, said he believed that the German Government had detailed the naval reserve officers from the Hamburg-American and North German Lloyd Lines to do duty in the submarines because they were well acquainted with the foreign steamships in the Atlantic trade.

After the Pauline had been shelled and sunk by bombs the commander of the submarine kept Captain Mortensen on board for nearly three hours, and seemed very anxious to know when the Vaterland, now named the Leviathan, was going to leave the United States. He also said that the crews of the German submarines came from all parts of Germany, and that \$20 a month was paid them.

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Jersey Journal
May 14/17

STEAMER VATERLAND RETAINS CHIEF COOK

Chief Cook Albert Meyer, of the big Hamburg-American liner Vaterland, took up a residence at 317 Hudson street, Hoboken, about a year and a half ago. He rented an apartment there and fitted it up in excellent style. While he slept ashore he still retained his job as head cook aboard the big merchantman. Everything went along well until Sunday afternoon last, when Collector of the Port Dudley Field Malone issued the orders sealing the ships.

Meyer had been summoned early in the afternoon to prepare a dinner for about twenty guests of Commodore Hans Ruser, which was held Sunday night. After he had performed the arduous task of preparing the meal, and the stewards had served it, Meyer bethought unto himself that it was bedtime and started ashore. Held up by Government officials he endeavored to explain his predicament but to no avail. He was included along with his fellow seamen in the order and was obliged to go back on ship and resume his old sleeping bunk, while his apartment on Hudson street goes tenantless.

VATERLAND WAS NOT DAMAGED BY CREW

Captain Ruser Refused to Carry Out Orders of German Officials.

Commodore Hans Ruser's "Baby" was all safe and sound to-day; not a scratch on her; not a rib cracked; nothing wrong with her interior. And it was all because Ruser loved his "Baby" so that he just couldn't bear to harm her himself.

The "Baby," be it known, is the great German steamer Vaterland, swinging idle at her pier in Hoboken to-day—the one ship out of all the dozens seized from the Germans yesterday that had not been greatly damaged by the crews.

Custom officials were chary about giving out information to-day, but it was reported that Ruser, to whom the Vaterland was more like a child, had deliberately refused to carry out orders of German officials to destroy the great engines of the ship that was the pride of his heart. He loved her great glistening apparatus too well.

The seized liner Vaterland, largest vessel afloat and capable of being turned into a powerful ship of war, is safe and sound at her Hoboken pier without even a dent in her machinery. To her former commander, Commodore Hans Ruser's disinclination to permit injury to his "baby," the United States Government owes the fact that the most valuable of the maritime prizes seized at the war declaration can rapidly be transformed into an active unit of the navy.

Commodore Ruser always called the giant Vaterland his "baby," and he loved the splendid ship with almost the devotion of a father for his child. When the order came from Berlin at the rupture in relations with the United States two months ago to disable the machinery in all the war-bound Teuton craft in American ports, Ruser balked. He alone of all the Kaiser's skippers refused to order his crew to wreck the engines.

The Vaterland was built so that she can be readily equipped for battle service. That the U. S. Navy Department will lose no time in towing her from her Hoboken pier to dry dock to be converted into a cruiser is assured.

All the other seventeen Hamburg-American and North German Lloyd liners at Hoboken are understood to be in bad condition. It will take from three to six months, it is thought, to put them into condition. No announcement has yet been forthcoming from the authorities as to how soon the ships will be towed to dry dock, but there is every reason to believe that utmost promptness will characterize this phase of augmenting the country's fighting forces.

For the present the vessels, stripped of their German officers and crews, are manned by men under the orders of Collector of the Port Dudley Field Malone. The 1,525 Germans taken from the vessels are all now interned at Ellis Island and will be held there pending final decision as to their disposition by the State and War departments.

If America sends an expeditionary force to France the seized German vessels will provide transport accommodations for 40,000 troops. This is just twice the transporting capacity that the United States had available before the seizure.

Observer apr 28/17

VATERLAND'S CAPTAIN, WHO REFUSED TO LET ENGINES BE WRECKED



Capt. HANS RUSER...
By World Staff Photographer.

THE VATERLAND UNDAMAGED, IS OFFICIAL BELIEF

Federal Authorities Now Considering the Disposition of Seized Shipping.

1215 GERMANS NOW ON ELLIS ISLAND.

With 1,215 Germans, officers and crews of the big German vessels in New York Harbor seized by the United States government on Ellis Island under guard, the federal authorities began to determine just what could be done with the ships to render them of service to the United States.

In this connection it was learned that of all the ninety-six vessels here and in other American ports taken over by the government, the Vaterland alone was apparently undamaged by her crew and is ready immediately for any service Uncle Sam desires of her.

Down the bay on Ellis Island the interned Germans are making themselves as comfortable as they can, but the simple fare on the island is not at all satisfying to the German appetite. Especially do the officers object to its simplicity.

The regular immigrant supper of beans and apple sauce made the Germans think sadly of sauerkraut and pigs' knuckles, and the captain of the steamship Hamburg got quite angry when the guard refused to grant him shore leave on his word of honor to return. Several masters of the German ships and some of the crew sought the same privilege in vain.

The Vaterland is the largest passenger steamship afloat, and, if it proves true that she has not been damaged, she will be of great service to the United States in transporting food and supplies, or even troops, to the Allies.

Acting upon orders from Washington, Mr. Malone, the Collector, has announced to all shippers that the port of New York hereafter will be closed promptly at six o'clock every night to all ships. The order goes into effect immediately.

EXPECT REMOVAL OF VATERLAND IN WEEK

It is expected that the Hamburg-American liner Vaterland will be removed from her Hoboken dock towards the end of the present week. It is understood on good authority that she is to be taken to Halifax, Nova Scotia, where she will be placed in dry dock and thoroughly overhauled.

Yesterday a force of five hundred men were put to work on the North German Lloyd ships. Yesterday also captains were assigned to all the vessels. It is expected that as soon as they can be made sufficiently seaworthy and the entrances to the piers are cleared of the accumulation of the mud of two and a half years, that all of the vessels will be removed.

Most of them, it is stated, will be taken to Norfolk, while one or two of them may be placed in Tietjen & Lang's docks here in Hoboken.

It became known yesterday that Commodore Ruser is back again in this city, having been allowed out on parole. It will be remembered that Ruser refused to allow the Vaterland to be damaged.

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DIVERS CLEAN HULL OF THE VATERLAND

Work was started this morning on the cleaning of the hull of the Hamburg-American steamer Vaterland, the largest of the German vessels at present tied up in Hoboken.

Twelve divers were employed to scrape the sides of the hull, where there has been a considerable accumulation of slime and shells formed there since the vessel was tied up in this port at the outbreak of the war.

It was stated that this work will take a couple of weeks to complete as the men have, necessarily, to work slowly. At the same time there are nearly 100 other men working in the interior of the vessel getting her into shape.

Plans have already been made for securing a crew for the big liner. It is said that she will be in trim in about six weeks or a month, and probable that she will then be put into transatlantic service as a cargo carrier to Europe.

It was stated on the best of authority this morning that, while nothing definite has as yet been decided on, it is thought that the Vaterland will not have to go into dry dock, as she is in sufficiently good condition to be put into a seaworthy state where she is. This to some extent will depend on the work that the divers are now doing. It was also stated, on the same authority, that there is every likelihood of the vessel being used as a cargo carrier for the Allies.

According to the same informant only one pier, Pier 1, of the North German Lloyd Line, has so far been cleared, but it is expected that there will be further movements of the vessels during the latter part of the present week.

GIANT VATERLAND IS AS SOUND AS A DOLLAR



THE VATERLAND

The stage in the magnificent grand saloon of the Vaterland in which entertainments were given during voyages. Inset, a view of the vessel, the biggest in the world.

Observer
Apr 27/17

SS. VATERLAND BEYOND REPAIR

Internals of Big Ship So Badly Damage That She Is Useless.

That the Hamburg-American leviathan Vaterland is so badly damaged that she cannot be repaired before the end of the war is the statement made this morning by two men who are in a position to know the exact truth about this ship of mystery.

It had been stated on many occasions that the Vaterland was damaged, but after the seizure by the American Government this statement was positively denied. The Collector of the Port, Dudley Field Malone, was authority for the assertion that the vessel was in the best of condition. It was also announced that Captain Ruser, the commander of the vessel, had refused to obey orders he received to damage the vessel and that on this account he was allowed a parole by the U. S. Government.

All of these statements are now proved untrue by information received this morning that is so well authenticated as to command attention.

The first authority on which stress may be laid is an American who is at present working on the piers. This man is in a position to gain first-hand knowledge of the condition of the big ship.

"There is absolutely no question about it," he said. "The Vaterland is badly damaged. Two of her turbine engines are wrecked, and there is reason to doubt if the engineers will ever be able to repair her. I am speaking from my own personal knowledge and I know that this is a positive fact."

The other man who made a similar statement is an American of German descent, who occupies a prominent position in the city, and who is also in a position to speak with authority.

"Did you ever hear of a German captain who received orders from the German government and who ignored them?" he queried.

"Is it a fact that the Vaterland is damaged?" he was asked.

"Certainly it is," he replied.

"Will it take long to repair her?"

"I do not believe they will ever be able to repair her," he answered.

The same man stated that he had learned the damage on the Frederick der Grosse, of the North German Lloyd Line, is so great that it will take over four months to get this vessel into shape.

This morning a large crowd assembled on River street to watch a man, employed by Tietjen & Lang, cutting the top masts of the Frederick der Grosse. He was using an acetylene torch and as he worked the molten metal from the binding of the top mast came spurting down in showers of liquid fire. It is understood that this vessel is to be taken to the Brooklyn Navy Yard either to-day or to-morrow.

The Pennsylvania, the Bohemia and the President Lincoln are also being prepared for their trip. In a few more days it is expected that all of the vessels will be removed and work will then start on the plans made by the military.

World
N.Y. Amer
July 27/17

American Flag Is Raised Over the Vaterland

Washington, July 27.

It was announced to-night that the American flag had been raised over the great German steamship Vaterland, the largest of the German merchantmen taken over by this country when war was declared. The Navy Department took possession of the vessel.

The Navy Department also took over fifteen other German merchant vessels undergoing repairs in American ports, and will push the work of fitting them up as transports rapidly.

SCRAPE VATERLAND BY LISTING METHOD

Because no shipyard on the Atlantic Coast of the United States has a dry dock large enough to hold the German steamship Vaterland, primitive methods in cleansing her sides have been resorted to by order of Collector Malone. If they fail, the vessel will be sent to Halifax for overhauling and scraping in the immense dry dock there.

Yesterday was a busy day on the Vaterland. Like swarms of bees men covered one side of the ship. The water ballast tanks on the opposite side were filled and piles of steel weights were placed on the deck, so the vessel would take a heavy list, bringing well out of the water the side that was being scraped.

When one side is cleaned the weights will be shifted to the other. Then divers will be sent down to scrape the steel plates of the bilge free from the two and two-thirds years of mud and marine growth.

Observer
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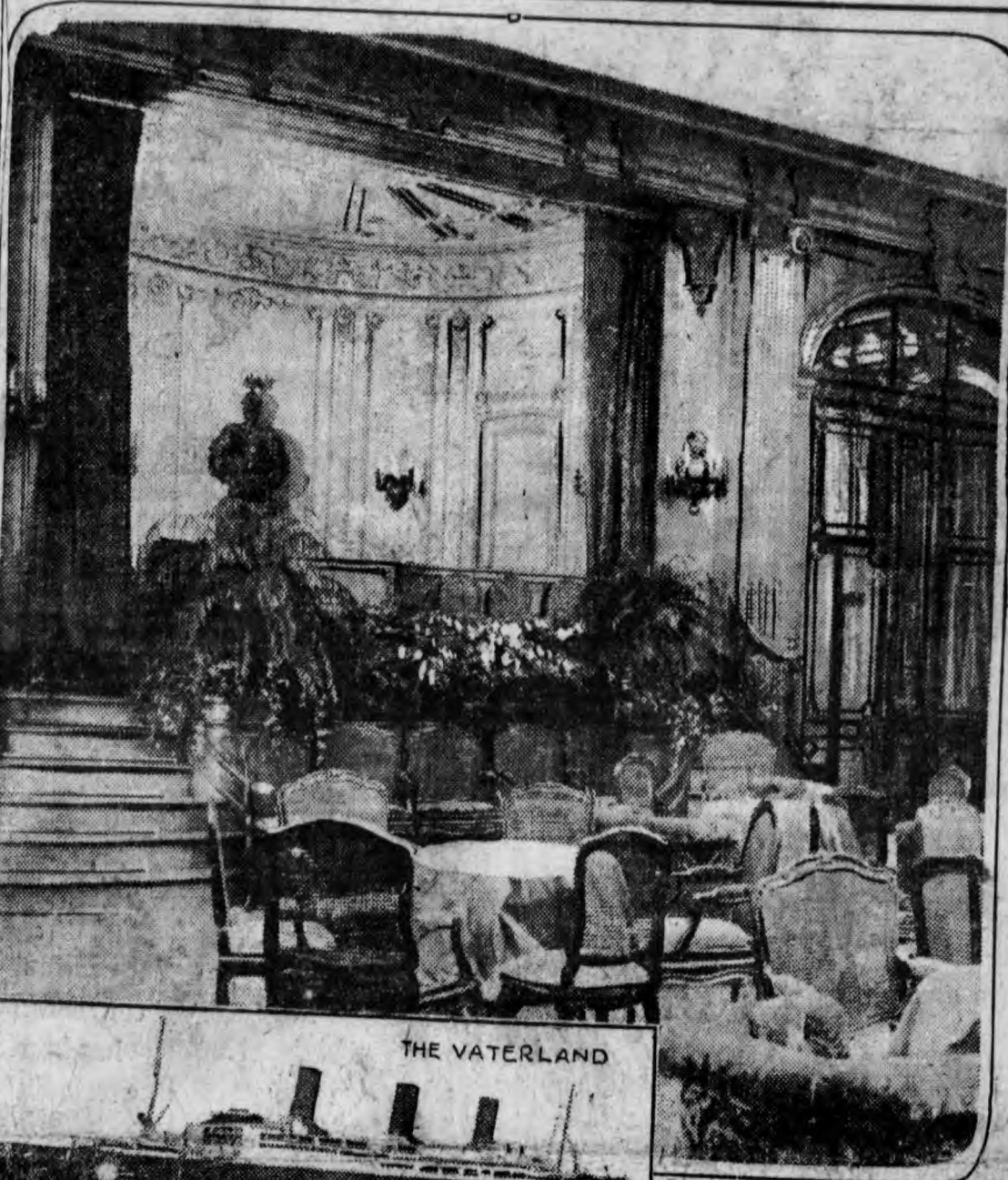
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PARADE UNDER STARS AND STRIPES, HE SAYS

Editor Hudson Observer:

Dear Sir—Kindly publish the following in the columns of your valuable paper in reply to Mr. Tomasi.

I have read an article appearing in the Hudson Observer, above your name. I was born in Italy, of Italian parents, and came to this country when but a few months of age, and now, at 18, I would gladly fight for Uncle Sam if it wasn't that I have to support my aged parents, but still and all I am doing my bit working on government ships.

In your article you state that the Italian societies will not parade on Decoration Day on account of not being allowed to carry the Italian flag. You also state that any criticism will be light-brained and unjust. I will say that you are greatly mistaken.

Before writing that article, did you stop to think that this parade is a memorial and patriotic parade to show that we still remember the boys in blue, who fought and died for us? We (I, myself, expect to participate in the parade) are not parading as Italian-Americans, French-Americans, or anything of the sort, but are parading as Americans and real nephews of Uncle Sam and under the dear old Stars and Stripes.

According to your article, the Italian-American societies of Hoboken ought to be ashamed of themselves and refuse to take part in such a patriotic demonstration as the one on Wednesday promises to be, for the same reason that they are not to be allowed to carry the Italian flag. If that's the case, they do not respect and love America. They would not parade as Americans, but as Italians. Isn't the American emblem worth parading under?

J. W. T.

Hoboken.

AMERICAN FLAG NOW FLIES ON VATERLAND

Gigantic German Liner Taken Into Navy Service.

WASHINGTON, July 27.—Secretary of the Navy Daniels announced to-night that the American flag was hoisted on the great German liner Vaterland to-day.

The Secretary also stated that fifteen other German ships had been taken over by the Government and the work of fitting them out for the transport service was being rapidly pushed to completion.

The work on all the ships, the Secretary announced, was begun some time ago under the Shipping Board. The Navy Department has now taken over this work.

The foregoing was given publicity to-night through the Bureau of Public Information, where it was stated that the names of the other German ships now being transformed into transports and all other details of the organization of the overseas transport service would be withheld for the present.

STORY OF DAMAGE TO VATERLAND IS FULLY CONFIRMED

Washington Dispatch Veri- fies Hudson Observer Exclusive Article.

Official confirmation came from Washington yesterday of the statements made in the Hudson Observer several months ago to the effect that the giant Hamburg-American liner Vaterland had been badly damaged.

This was contained in a dispatch from Washington, in which it was stated that "the great German liner Vaterland will be ready for service in a short time. More than a million dollars has been spent in repairing the damage done to this vessel by her German crew before her seizure. It was necessary for her hull to be scraped by divers, since there is no dry dock in this country large enough for the vessel."

This is just in line with the exclusive information which was printed first in the Hudson Observer and subsequently in the New York papers, to the effect that the Vaterland was so badly damaged that it would take months to repair the damage.

At the time that this statement appeared a considerable protest was made against it in certain quarters, and it was claimed that the story was not true. No retraction of the story was, however, printed by the Hudson Observer in spite of the fact that a request to this effect was made to the paper at that time.

It is now shown, by the Washington dispatch quoted above, that the information printed in the Hudson Observer was correct in every detail, even to the time that was required to put the vessel into shape.

It is now stated that the Vaterland will be put into commission as a hospital ship and that she will be moved from her Hoboken dock.

U. S. FLAG RAISED ON VATERLAND

Seized German Ship, Largest in the World, Now in U. S. Naval Service.

(Special to The World.)

WASHINGTON, July 27.—Secretary Daniels to-night officially announced that the Stars and Stripes were run up on the Hamburg-American line steamship Vaterland at Hoboken to-day and that a naval crew took her over. She is the largest passenger ship in the world.

In making his announcement the Secretary added that fifteen more German ships will be ready for commission within the immediate future. This means the engines which the German crews sought to destroy soon will be repaired and that the United States will have the use of this tonnage.

When these vessels were taken over originally by this Government the Shipping Board promptly took charge of them and announced that the board would superintend the repairs. The Navy Department waited for weeks for the work to be done. No progress was made.

Secretary Daniels asked President Wilson for permission to let the Navy Department take the ships over so that the repairs might be made expeditiously. The request was granted and navy experts got the job well on the way to completion while the Shipping Board continued to argue about wooden and steel ships.

The repairs to the Vaterland cost more than \$1,000,000. The Government has not announced to what service she will be assigned.

Jersey Journal
June 27/17

S. S. VATERLAND.

Editor Jersey Journal:

Dear Sir—For a point of information—what is the length of S. S. Vaterland?

William Werner.

560 Newark Avenue,
Jersey City, June 27, 1917.

950 feet.—Ed.

GERMAN VESSELS DAMAGED BY CREWS 139 FULLY REPAIRED FOR AMERICA'S USE

109 Ships Seized During War
Are Now in Service.

500,000 GROSS TONS
OF SHIPPING ADDED

Giant Leviathan, Formerly the Vaterland, Found of Faulty Construction by Workmen.

GERMAN VESSELS WITH NEW NAMES

The larger German ships which have been repaired and are to-day in commission as a part of the United States navy, with their old German and their new American names, are as follows:—

German Name	American Name
Waterland	Leviathan
Amerika	America
Andromeda	Bath
Barbarossa	Mercury
Cincinnati	Covington
Friedrich der Grosse	Huron
George Washington	George Washington
Grosser Kurfurst	Aeolus
Grünwald	
General George W. Goethals	
Hamburg	Powhatan
Hohenfelde	Long Beach
Kaiser Wilhelm II.	Agamemnon
Koenig Wilhelm II.	Madawaska
Kronprinz Wilhelm	Von Steuben
Kronprinzessin Cecilie	
Leibniz	Mount Vernon
President Grant	Houston
President Lincoln	President Grant
Prinzess Irene	Pocahontas
Prinz Eitel Friedrich	Dekalb

All the damage done to 109 German ships by their crews prior to their seizure by the United States government when war was declared has been repaired. These ships are to-day in service, adding more than 500,000 gross tonnage to the transport and cargo fleets in war service for the United States, according to an article prepared by the Committee on Public Information.

There is evidence that a German central authority gave an order for destruction on these ships, effective on or about February 1, 1917, simultaneous with the date set for unrestricted submarine warfare. The purpose was to inflict such vital damage to the machinery of all German ships in our ports that none could be operated for from eighteen months to two years.

This purpose has been defeated in signal fashion. In less than eight months all the vessels were in service.

The destructive campaign of the German crews cunningly comprehended a system of ruin which they believed would necessitate the shipping of new machinery to substitute for that which was ruthlessly battered down or painstakingly damaged by drilling or dismantlement.

There is documentary proof that the enemy believed the damage irreparable.

Replaced All Standard Parts.

To obtain new machinery would have entailed a prolonged process of design, manufacture and installation. Urged by the necessity of conserving time the engineers of the Navy Department succeeded by unique means in patching and welding the broken parts and replacing all of the standard parts which the Germans detached from their engines and destroyed or threw overboard.

The mechanical evidence is that the campaign of destruction was operated on these ships for more than two months, and that the Germans were convinced that they were making a thorough job of it. Their scheme of ruin was shrewdly devised, deliberately executed, and it ranged from the plugging of steam pipes to the utter demolition of boilers by dry firing.

When the United States Shipping Board experts first surveyed the ruin the belief was expressed that much new machinery



would have to be designed, manufactured and installed, making eighteen months a fair minimum estimate of the time required. At the Navy Department, however, where the need of troop and cargo ships was an urgent issue, officers of the Bureau of Steam Engineering, having faith that the major portion of the repairs could be accomplished by patching and welding, declared it was possible to clear the ships for service by Christmas. The last of the fleet actually took her final sea test and was ordered into service as a Thanksgiving gift to the nation.

To accomplish this end the Navy Department secured the services of all available machinery welders and patchers, many of them having been voluntarily offered by the railroads.

All Machinery Dismantled.

Most of the time that elapsed between the date on which work was begun and the date on which the last ship was put into commission, after rigorous tests, was, in fact, chargeable less to the actual repair work than to the tedious task of dismantling all machinery from bow to stern of every ship for inspection, thus eliminating every chance of overlooking concealed mutilation.

Although explosives were not used in the process of destruction, the engineers of the Navy Department were always conscious of the danger of hidden charges of high explosives which might become operative and disastrous when the machinery was put to a test. Instances of artful pipe plugging, of concealing steel nuts and bolts in delicate cylinders, of depositing ground glass in oil pipes and bearings, of cunningly changing indicators, of filling fire extinguishers with gasoline and similar means of spoliation, were common enough to induce the engineers to make a rule calling for thorough overhauling. On each ship every pipe in every boiler was threaded for evidence of plugging, every mechanism of any sort was completely dismantled, inspected and reassembled before it was finally passed as safe.

Find Record of Damage.

On only one ship did the engineers find a written record of the damage done; in every other instance they searched blindly for the evidence of sabotage which might be found cleverly hidden in any pipe or cylinder.

A memorandum written in German was picked up on one of the ships which gave a complete record of the destruction on that ship. Investigation revealed that the list, which had evidently been left through an oversight, was correct in every detail. The following is a translation of excerpts from this memorandum:—

"Starboard and port high pressure exhaust pipe with valve chest; upper exhaust outlet flange broken off (cannot be repaired)."

"Starboard and port second intermediate pressure valve chest; steam inlet flange broken off (cannot be repaired)."

"First intermediate pressure starboard; exhaust pipe of exhaust line to second intermediate pressure flange broken off (cannot be repaired)."

"Starboard and port low pressure exhaust pipe damaged (cannot be repaired)."

The parenthetical optimism of the German who was so confident of the thoroughness of his mutilation is now the source of much glee among naval engineers, inasmuch as every one of the supposedly irreparable parts was in fact speedily repaired and those engines are to-day as powerful and serviceable as when they left the hands of their makers.

The method of patching and welding broken marine engines had never before been practised, although the art has been known in the railroad industry for fifteen years. Three methods of patching were used:—Electric welding, oxy-acetylene welding and ordinary mechanical patching, the latter often later being welded. Following the repairs, tests of the machinery were first made at the docks, where the ships were lashed firmly to the piers while the propellers were driven at low speed, and later each ship was taken to sea for vigorous trial tests. The patches and welds were reported as having given complete satisfaction.

Leviathan Stands Test.

When the Leviathan, formerly the Vaterland and the largest ship afloat, was put into commission by the United States government and sent to sea for a trial run her commander, a young American naval officer, was ordered to "exert every pound of pressure that she possesses, for if there is any fault we want to know it now." The Leviathan stood the test. She was one of the ships least mutilated, due to the fact that she was in bad repair and it was believed that she would not be fit to put to sea for many months. The navy engineers found it necessary to overhaul and partly redesign and reconstruct many important parts of the engines.

The vessels taken over and repaired by the Shipping Board, with their German and American names, respectively, are as follows:—

Allemania, Owasco; O. J. D. Ahlers, Monticello; Adamsturm, Actaeon; Arnillas Vinnon, Chillicothe; Atlas, not named; Armenia, not named; Arcadia, not named; Andalusia, not named; Adelheid, not named; Bulgaria, not named; Borneo, not named; Bohemia, Artemis; Bochum, Montpelier; Bavaria, not named; Calabaria, not named; Carl Diederichsen, Raritan; Clara Jeben, Tloga; Clara Mennig, Yodkin; Cobelenz, Sachem; Constantia, not named; Dobek, Monongahela; Darvel, Wamsutta; Elmshorn, Casco; Elsass, Appelas; Ellingen, Nyanza; Farn Gerraux, Farn Gerraux; Gouverneur Jaeschke, Watoga; Hol-satia, Tippecanoe; Harburg, Pawnee; Indra, Tonawanda; Johanne, Isoco; Koln, Amphion; Kurt, Mochulu; Loongmon, Coosa; Lyeemoun, Quantico. Mark, Suwanee; Mia, Oconee; Magdeburg, Neuse; Mattador, Montauk; Marudu, Yazoo; Nassovia, Isonomia; Neptun, Minnow; Ottawa, Muscota; Olivand, not

named; Ockenfels, Pequot; Prinz Eitel Friedrich (Hamburg-American line), Ostewgo; Prinzess Alice, Matolka; Pennsylvania, Manasemond; Pisa, Ascutney; Pongtong, Quinnebaug; Portonia, Yucca; Prinz Joachim, Moccasin; Prinz Oskar, Orion; Prinz Sigismund, General Gorgas; Prinz Waldemar, Wacouta; Pommern, Rappahannock; Rajah, Rajah; Rheatia, Black Hawk; Sachsen, Chattahoochee; Sachsenwald, General Ernst; Sambia, Tunica; Savoia, General Hodges; Serrapia, Osage; Seta, Itasca; Staatssekretar Kraetke, Tacony; Steinbek, Arapahoe; Suevia, Wachusett; Camilla Rickmers, Ticonderoga; Tsin Tau, Yuma; Jubingen, Seneca; Wasgenwald, Wasgenwald; Wilegand, Midget; Willehad, Wyandotte; Wittekind, Iroquois.

All Deliberately Damaged.

Every one of these vessels was found to be either deliberately damaged or rendered useless through the ravages of neglect before they fell into the hands of the United States government.

The most serious typical damage was done by breaking cylinders, valve chests, circulating pumps, steam and exhaust nozzles on main engines and by dry firing boilers and thus melting the tubes and distorting the furnaces, in at least one instance probably using thermit to make the destruction complete.

There were many instances of minor and easily detectable destruction, such as cutting piston and connecting rods and stays with hack saws, smashing engine room telegraph systems and the removal and destruction of parts which the Germans evidently believed could not be replaced. The most insidious sabotage was that which was concealed. In plugging a steam pipe the method was to disjoint the pipe and insert a solid piece of brass, which would be sawed off flush with the joint. The pipe would then be reconnected, showing no evidence of having been tampered with.

Crews Feared Explosives.

That explosives were not used in the work of mutilation is accounted for by the dangerous hazard the crews would have run in attempting to obtain it in the open market or spies to transport it. Furthermore it was known that the ships were being closely watched, and explosions aboard would have attracted unwelcome attention.

Inspection developed the fact that the destruction on all of the ships was in general the same, confirming the theory that general instructions had been issued to all commanding officers by the same agent. It also appeared that the parts damaged as a rule were those probably on hand as spare parts in the home ports of the vessels, and thus in case this country did not enter the war, the ships could again be commissioned by utilizing spare parts which could have been obtained when navigation was reopened to the Germans.

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Immediately on taking over the vessel the Shipping Board appointed a committee of engineers to make a survey of the damage and superintend repair. The Collector of the Port of New York also appointed a board of railroad engineers to investigate the damage done to the machinery with a view to recommending repairs by the use of the welding craft.

Railroad men had made successful and extensive use of electric welding in connection with cast iron and they had faith in the process as applied to marine engines as well as to locomotive engines. The Board of Engineers appointed by the Shipping Board recommended the renewal of all cylinders which had been badly damaged. The report of the electric welders' committee was unanimous in stating that all damaged cylinders could be reclaimed and that engines so repaired would be as reliable after repair as when first built.

A difference of opinion on this question developed among engineers, and this continued until the larger vessels were turned over to the Navy Department to be fitted as transports about July, 1917. A decision was then made to make use of the welding and patching processes, and this principle has been applied to all of the ships requiring patching.

Big Steamship Poorly Built.

The case of the Vaterland was different from that of any other ship. Engineers of the Navy Department who examined the big vessel declared that inferior engineering had been practiced in her construction. She has four turbine engines ahead and four astern on four shafts. All of the head engines were found in good condition and all of the stern engines were found damaged.

The major portion of the damage was credited to faulty operation than to malicious intent. Cracks were found in the casing of the starboard high pressure backing turbine of such size as to make it certain that the engine had not been used on the vessel's last run. Certain documentary evidence found on the ship corroborated this belief. It also indicated that the Vaterland on her last trip had made less than twenty knots. One crack in the lower casing of the turbine extended for a distance of about eight feet. A dummy cylinder was found cracked in three places.

The forty-six boilers of the Vaterland showed evidence of poor handling, according to reports of the naval engineers. The presence of a great amount of oil indicated poor marine practice, the Germans using lubricant in the cylinders of the auxiliaries, a practice long abandoned in American service. Although the vessel had steam lines which in some cases extended over a length of 300 feet, she was not fitted with proper drains and traps, such drains as were fitted being run into the bilges. The boilers were not fitted with proper internal feed pipes. These defects the American engineers remedied.

A few minor attempts were made to disable the ship, such as boring holes in a section of suction pipe, these holes being puttied and concealed; the removal of glands from the stern tube stuffing box and other incidental sabotage.

There was just enough evidence of mutilation to warrant full investigation and the vast mass of machinery, electric apparatus and piping in the Vaterland was patiently and doggedly examined before she was sent to sea. Original defects in her engine equipment were corrected, she was overhauled and in many respects refitted, and on the whole she was declared a better ship when she entered the service of the United States than when she took her maiden voyage.

The German vessels, under distinctly American names, now are fitted as troop and cargo ships. Each is convertible to a completely equipped hospital ship for return voyage service. The vessels are manned by naval crews. Some of the larger vessels are not capable of carrying much cargo in addition to troops, but the fleet of merchantmen which the United States government seized from the Germans at the outbreak of the war adds

a substantial tonnage available for the transport of supplies.

VATERLAND SPY SUSPECT SEIZED

Charles Schroeder. Former
Ship Steward, Found in
Lodging House Here.

IN TATTERED DISGUISE

Reports of Imminent Arrests
of Women Plotters Meet
No Denials.

In a dilapidated looking German apartment in a dilapidated lodging house for failure to register in the alien enemy census the Federal authorities discovered yesterday Charles Schroeder, former Uhlán officer and steward of the big Vaterland, long wanted as a spy suspect. His tattered clothes and his apparently impoverished state were all camouflage gotten up to deceive the officers whom he knew to be on his trail.

Schroeder, according to Robert P. Stephenson, Assistant United States Attorney, to whom he was turned over for investigation, remained on the Vaterland eighteen months after the ship had been interned at its Hoboken pier. Early in 1916, when Germany was mobilizing her spies here, he mysteriously left the ship.

Some time later Schroeder was discovered by agents of the Department of Justice working as a bartender, and operatives were instructed to keep a check on his movements and his associates, because of certain matters that had aroused the suspicions of the authorities.

From Bartender to Waiter.

He discovered the attentions which were being paid him at that time, and suddenly left his job, telling no one where he was going. Again the Federal authorities found him working as a waiter in an uptown restaurant. Having no tangible evidence on which to cause his arrest, they still allowed him to remain at liberty, setting men to watch him.

Again the German's suspicions were aroused and again he vanished. His name was on the official blacklist which is kept in the secretariat of the Department of Justice, and he was duly checked as a dangerous alien enemy, but Schroeder himself was not to be found.

Yesterday two policemen in search of Germans who had neglected to register and be finger printed in accordance with the Federal order visited a lodging house on the East Side. One stood at the door

while the other proceeded to search the German loggers for their Federal cards. There was one man who produced none and who when spoken to feigned ignorance of the English language. They arrested him. He turned out to be the missing and much sought steward. Last evening when questioned by Aaron J. Colmer, of the New York Port Allen Enemy Bureau, he said: "To hell with the American Army. Germany will have you all beaten in two years. You have no good officers and you can do nothing."

He was committed to the Tombs pending proceedings for his internment.

Something in the Wind.

Reports that the Government is on the verge of sensational discoveries involving several women in enemy plotting elicited no comment from Federal investigators yesterday. There is no doubt that something is in the wind, but very few details can be published at this time. John Lord O'Brien, who is in charge of all spy hunting for the Department of Justice, returned to Washington yesterday apparently satisfied with his conferences with Charles H. De Woody, superintendent of the department's New York investigating office, and members of the United States Attorney's staff.

Two women are under surveillance here. Thus far there is no evidence justifying an arrest or even official "detention." One of the women is an American of social standing, in New York, the other is supposed to be Turkish. Both are living in uptown hotels. At least one of them has a suite for which the Government is paying, the woman having been persuaded that the most tactful thing she can do is to stay right where she is, for she has been watched every moment since her arrival in this country a short time ago.

Each day for several days an agent acting for the Department of Justice has escorted one of the women to the office of Mr. De Woody in the Park Row building where long interviews with her have taken place. She is dark, about 40 years old, speaks French fluently and is believed to be the Turkish woman mentioned in the case.

Result Not Disclosed.

She was taken to Haan's restaurant for lunch yesterday and then back for another talk with Mr. De Woody. The result of these conferences was not revealed. It is understood that the role supposed to have been played by this woman was comparatively unimportant, but that if she tells what she knows about the operations of others the Government will be considerably the wiser. The task of the investigators is largely verification of what they have heard. No arrests are indicated in the immediate future.

William Wallace, Jr., head of the Alien Enemy Bureau, received an order from Washington yesterday approving his action in ordering the internment of Wilhelm Korthaus, who was arrested in a room on West End Avenue, where he had been watching ship movements with binoculars.

An investigation will be made to-day of the case of George Zador, an Austrian who was arrested on a Presidential warrant in Trenton, N. J., and who has been in prison for several weeks.

NEW CAPTAIN FOR THE LEVIATHAN HERE

NEWPORT, R. I., Saturday.—The largest number of reservists ever assembled for a public demonstration here bade farewell to Captain Henry P. Bryan, commandant of the Second Naval district, who was here for an Atlantic port to assume his new duties as commanding officer of the largest vessel afloat, the Leviathan, formerly the German liner Vaterland, now in the government service as a transport. Captain Bryan stood at salute on the platform of the departing train while the band which the naval reservists had brought along played "Auld Lang Syne." Captain Bryan will be succeeded by Captain Joseph Wallace Oman, U. S. N.

FORMER VATERLAND STEWARD ARRESTED

New York, March 13.—Charged with having failed to register in the enemy alien census, Charles Schroeder, said to be a former Uhlán officer and steward on the German liner Vaterland, was arrested yesterday afternoon in an East Side lodging house and committed to the Tombs pending proceedings for his internment.

Schroeder, according to Robert P. Stephenson, Assistant United States attorney, remained on the Vaterland eighteen months after the vessel was interned at Hoboken. Later department agents found him working as a bartender and were instructed to keep watch on him, but he disappeared. When Federal agents visited the East Side lodging house yesterday and called upon Germans therein to show their cards, Schroeder had none. He was then recognized as the former steward. He was in tattered attire.

The Leviathan.

Editor Hudson Observer:
Dear Sir—I have heard many people argue the pronunciation of the word "Leviathan" as the name of a ship. Many of the sailors pronounce it with the short sound of the "i." Will you kindly publish the correct pronunciation in your paper?
J. DONELSON.
The "i" is long, as in "ice."—Ed.

German Paper Wants Leviathan Sunk After Public Was Told It Had Been

Amsterdam, July 27.—Implicit belief in the veracity of German Admiralty reports received a rude shaking in Germany when the German public had to be told that it was not the American transport Leviathan (formerly the German liner Vaterland), but the White Star liner Justicia, which was sunk last Saturday off the north coast of Ireland. The Leviathan measures 22,000 gross tons more than did the Justicia.

The Lokal Anzeiger, of Berlin, deems it necessary to declare that it would be entirely wrong to jump at the conclusion that German U-boat commanders habitually over-estimate the tonnage sunk.

The newspaper, which treats the official

report as an exceptional and an excusable lapse, admits, however, that German figures on sinkings generally are based on "indications which are fallible to the trained mariner's eye as, in present methods of warfare, it is in a majority of cases impossible definitely to establish a ship's identity."

The Lokal Anzeiger hopes, however, that the "Vaterland will be caught yet—sooner or later."

Other Berlin newspapers, which already had spoken of the United States having to foot the bill for the destruction of the Leviathan, refrained from comment pending the verbal report of the U-boat commander which the German Admiralty says must be awaited.

Cannot Be Published.

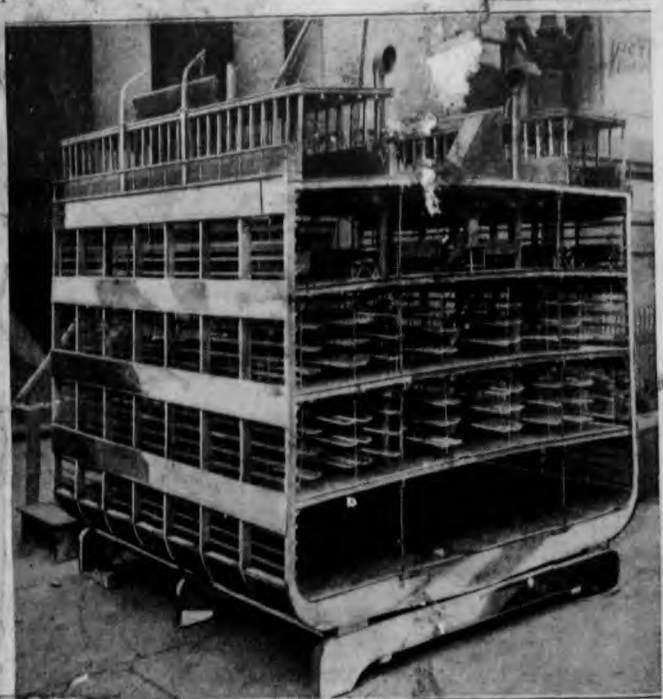
To the Editor of the Sunday Call:
How many smokestacks has the Leviathan?
A READER:
The Government does not permit publication of distinguishing marks on ships or other transportation facilities under its control.—Ed.

Titanic and Leviathan.

To the Editor of the Sunday Call:
Was the Titanic larger than the Vaterland? Can a professional bike rider return to the amateur ranks? If so, how can it be done?
C. A. V.
The Vaterland, now called the Leviathan, is larger. It is 980 feet in length, 100-foot beam and 65-foot depth. The Titanic was 882 feet and 6 inches in length, 92.5-foot beam and 64 feet in depth. If a bicycle rider once rides in a professional race and admits it or it is proven, he can not be officially reinstated as an amateur.—Ed.

CROSS SECTION OF TRANSPORT SHOWS TROOP BERTHS

To increase the efficiency of available shipping tonnage during the war, every article destined for France was "knocked down" and packed in the smallest compass possible. Bones were even removed from



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fresh meat. While the latter method is "impracticable" in hastening the homecoming of the American troops, every man who returns is willing to testify that no space goes to waste on an American troopship. The large-model cross section of the giant "Leviathan" shows how this and other luxurious passenger st. were remodeled to furnish a maximum space for bunks, mess tables, etc. spaces, and other milit.

Jersey Journal Apr 16/18

BOMB-MAKING MACHINERY AND SPY PICTURES WERE FOUND ON VATERLAND

F. C. Cleverley, U. S. Shipping Board Inspector, Tells of Discovery Made When German Liner Was Seized.

That bomb and shell-making machinery, quantities of powder, developed pictures showing prominent buildings in New York Harbor, the Woolworth and other such well known structures included, and undeveloped films showing other buildings and transportation centers were found on the Vaterland when the United States Shipping Board took that ship over in the name of Uncle Sam at her Hoboken pier was the statement made by F. C. Cleverley, an inspector of machinery for the U. S. Shipping Board, who has made eight trips through the submarine zone to England since August, 1916, at a Liberty Loan rally at Broadway and Thirty-eighth Street, Bayonne, last night.

Cleverley is one of a family of father and four sons who are fighting for world democracy under the Union Jack. The family lived in Bayonne several years ago, migrating from Canada, whence they returned at the outbreak of the world war, the grown male members of the family enlisting in the Canadian overseas forces. The Cleverley men are serving their country as follows:

F. S. Cleverley, father, private in the Canadian Record Office, London; F. C. Cleverley, with the U. S. Shipping Board; Capt. H. S. Cleverley, with Canadian Expeditionary Forces, twice wounded in France; enlisted as private, sent to France as sergeant, given the option of a decoration or a commission for carrying a wounded man from "No Man's Land," chose the commission as lieutenant and was promoted to captain; A. C. Cleverley, joined Toronto Grenadiers,

August, 1914, promoted to corporal while in France, captured by the Germans at St. Julien, May, 1915, remaining a prisoner ever since and S. B. Cleverley, 18 years old, private, Motor Transport Division, anti-aircraft section, Canadian Expeditionary Forces, enlisted at 16 years of age and has served in France a year winging several Boche planes.

F. C. Cleverley was one of the first to buy a Liberty Bond at Horace Mann School, which he and his brothers attended while in Bayonne. The boys were all born in Bayonne.

Mr. Cleverley told his audience last night that the ships he traveled on through the submarine zone had had three encounters with submarines, escaping the Hun torpedo each time. He had photographs taken from the Vaterland showing the buildings in New York harbor, which, it is believed, were photographed for military purposes by the Huns while they were being harbored here by a then neutral nation.

There were four street meetings last night, each having a band to whoop things up for the Liberty Loan. The meetings were at Broadway and Eighth Street, Rev. E. B. Price and Dr. B. S. Polak of Jersey City speaking; Avenue G and Eighteenth Street, Max Levy, Dr. Pollak and Edward Berman speakers; Broadway and Twenty-third Street, Assistant Prosecutor, Hyman Lazarus being the speaker, and at Broadway and Thirty-eighth Street, where Commissioner Horace Robertson and Rev. A. L. Longley were the speakers, in addition to Cleverley. The band from School No. 44 played at the Eighth and Twenty-third streets meetings; the High School band at Eighteenth Street, while the Grove Lutheran Church band, with Rev. F. Hampton Berwager at its head, played at the Thirty-eighth Street meeting.

GERMAN PUBLIC WAS TOLD U-BOAT GOT THE VATERLAND INSTEAD OF THE JUSTICIA

AMSTERDAM, Saturday.—Implicit belief in the veracity of German Admiralty reports received a rude shaking in Germany when the German public had to be told that it was not the American transport Leviathan (formerly the German Vaterland) but the White Star line steamship Justicia which was sunk last Saturday off the north coast of Ireland. The Leviathan registered 22,000 gross tons more than did the Justicia.

The Lokal-Anzeiger, of Berlin, deems it necessary to declare that it would be entirely wrong to jump at the conclusion that German U-boat commanders habitually overestimate the tonnage sunk. The newspaper, which treats the official report as an exceptional and an excusable lapse, admits, however, that German figures on sinkings generally are based on "indications which are fallible to the trained mariner's eye, as in the present methods of warfare it is, in a majority of cases, impossible definitely to establish a ship's identity."

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Observer July 25/18

MYSTERY IN THEFT OF VATERLAND COUCH

A rather curious situation has arisen following action taken by Joseph P. McBride, of the Hoboken Vigilantes, in connection with what appeared to be suspicious circumstances.

It came to the knowledge of McBride that a large couch which had been part of the furnishings of the former Hamburg-American liner Vaterland, now the U. S. Leviathan, had been removed to Kaufman's upholstery store on upper Washington street for repair.

In making an investigation of the matter McBride learned that the couch, which had formed part of the palatial furnishings of the big steamer, had been taken from the vessel for the purpose of having four legs placed under it. It would seem that the couch had been part of the permanent furnishings and as such was without feet.

According to what McBride was able to discover, the couch had been stolen, and further investigation led to the presumption that it had. Thereupon McBride brought the attention of the matter to the proper authorities, who appeared to be keenly interested and told him that he was to be complimented on his fine work. They promised they would let him know just how the matter developed.

Since that time, however, McBride has heard nothing more about the promised investigation into the theft of the couch. When he asked what had been done, he was told that the matter was at an end and that there was no more to it.

McBride, however, is not satisfied, and stated this morning that he does not intend to let the matter drop.

Jersey Journal Sept 17/18

TONNAGE OF LEVIATHAN.

Editor Jersey Journal:
Please tell me the tonnage of the steamship Leviathan (formerly the Vaterland), and oblige
William Lang.
Jersey City, Sept. 13, 1918.

53,000 tons. As the Vaterland the vessel completed her first trip westward May 21, 1914, making an average speed of 23.09 knots per hour over a course of 3,177 nautical miles from Cherbourg to Ambrose Channel Lightship. As a passenger vessel she carried a crew of 1,281.—Ed.

MONSTER LEVIATHAN CARRIED 94,195 MEN ACROSS TO FRANCE

In U. S. Transport Service for 236 Days, She Made Fastest Round Trip in Seventeen.

WASHINGTON, Nov. 27.—The giant steamer Leviathan, formerly the Hamburg-American liner Vaterland, transported 94,195 American fighting men to France since she first sailed from New York as an American transport on Dec. 15, 1917, until Nov. 5, when she was laid up in Liverpool for her annual overhauling.

During her service of 236 days, she landed an average of 399 American soldiers on French soil daily, counting her days in port on both sides of the Atlantic and at sea. The average aggregated a little more than a German division of 12,000 men every month. She made nine and a half round trips and transported 9,419 men with their equipment and some cargo on every outward voyage. She had been worked harder than any vessel of her size—54,000 tons—was ever worked before. After her seizure by the United States, naval engineers repaired her machinery damaged by the German crew and made a decided improvement over the original.

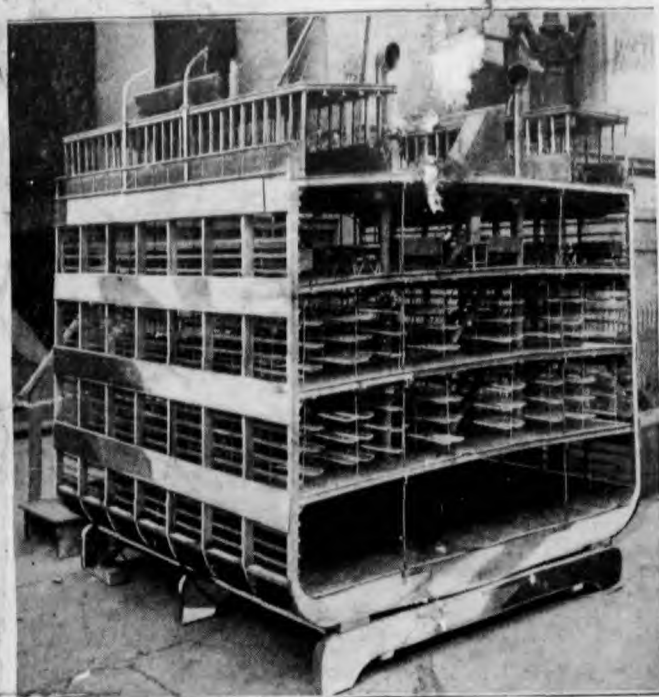
The fastest round trip made by the Leviathan was seventeen days.

If the Leviathan carried 9,419 on a single voyage it represents a new world's record in troop transportation overseas. The record was formerly held by the White Star liner Olympic, which sailed from Montreal in 1913 with 8,700 Canadian troops.

N. Y. Herald Nov 27/18

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August, 1914, promoted to corporal while in France, captured by the Germans at St. Julien, May, 1915, remaining a prisoner ever since and S. B. Cleverley, 18 years old, private, Motor Transport Division, anti-aircraft section, Canadian Expeditionary Forces, enlisted at 16 years of age and has served in France a year winging several Boche planes.

F. C. Cleverley was one of the first to buy a Liberty Bond at Horace Mann School, which he and his brothers attended while in Bayonne. The boys were all born in Bayonne.

Mr. Cleverley told his audience last night that the ships he traveled on through the submarine zone had had three encounters with submarines, escaping the Hun torpedo each time. He had photographs taken from the Vaterland showing the buildings in New York harbor, which, it is believed, were photographed for military purposes by the Huns while they were being harbored here by a then neutral nation.

There were four street meetings last night, each having a band to whoop things up for the Liberty Loan. The meetings were at Broadway and Eighth Street, Rev. E. B. Price and Dr. B. S. Polak of Jersey City speaking; Avenue G and Eleventh Street, Max Levy, Dr. Pollak and Edward Berman speakers; Broadway and Twenty-third Street, Assistant Prosecutor Hyman Lazarus being the speaker, and at Broadway and Thirty-eighth Street, where Commissioner Horace Robertson and Rev. A. L. Longley were the speakers, in addition to Cleverley. The band from School No. 11 played at the Eighth and Twenty-third streets meetings; the High School band at Eleventh Street, while the Grove Lutheran Church band, with Rev. F. Hampton Berwager at its head, played at the Thirty-eighth Street meeting.

Jersey Journal Apr 16/18

N. Y. Herald Nov 27/18

Hudson Dispatch
Dec 19/18

N.Y. Herald
Dec 15/18

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FERNAND CHANGES STORY WHEN MEN RECOGNIZE HIM

Sticks to His Leviathan Story,
But Says It Was An Earlier
Trip He Came On.

HAS HAD TROUBLED CAREER SINCE THEN

Fernand Dornier, 14 years old, who told Captain John Cody at the First Precinct police station in the Jersey City hall Tuesday he had just arrived from France on the Leviathan, admitted yesterday he arrived in Hoboken on the Leviathan on Oct. 16, and that he had lived at Tuxedo Park and the Four Corners, Staten Island, with the prosperous looking and kindly disposed Frenchmen who met him yesterday at Jersey City police headquarters.

The Frenchmen were F. G. Mortimer, of Tuxedo Park and Henry Lurye, of 17 Mount View avenue, Four Corners, S. I. Mr. Mortimer met Fernand in the Erie station on Nov. 23 and took him home. Fernand knew no English when he landed and having lived with his countrymen knew only a few English words now. He wanted to go to work, Mr. Mortimer said, and got a job with a plumber at \$1.25 a day, but didn't get along well with the boys in Tuxedo and after a week disappeared, neglecting to collect \$4 due from the plumber, which Mr. Mortimer gave to him yesterday.

Through Red Cross and Y. W. C. A. women Fernand made the acquaintance of Tuxedo Park, of the Four Corners, a native of France, who sheltered Fernand until he found a home for the winter with Mr. Lurye. Mr. Lurye's son, of Fernand's age, died two years ago.

Last Monday evening Fernand had a fight with a boy, who proved too strong for him at the Four Corners. Fernand picked up a stone and knocked his opponent senseless. Thinking he had killed the boy Fernand ran away and arrived in Jersey City with a soldier that night.

Mr. Lurye yesterday gave Fernand the new overcoat he bought for him the other day. Fernand has two new suits and \$30. He was sent to the Children's Society House at Jersey avenue and Montgometry street and next Saturday will go to Staten Island to live with a wealthy French lady who has seen him and who is an active supporter of the Red Cross. She is expected to return from Washington Saturday.

His Parents.

Fernand's stories about his parents have varied, but he declared yesterday it was true he had seen telegrams informing him of the death of his father, Eugene Dornier, a soldier of the 30th French Artillery, of the regiment at Chateau-Thierry, and of the death of his mother, Mrs. Alexandrine Pharron Dornier, a Red Cross nurse, who was with the French Army. He was living with Mrs. Vigier at 110 Rue Cours D'Albert, Bordeaux, when the telegram came, he said. His mother was killed near Nancy.

Having no relatives in France, he decided to come to America, he said, and he had made up his mind to stay there. France was nice, but he liked this country better. His only relative, he said, is an uncle in Montevideo, Uruguay.

The three Frenchmen said Fernand, although much too inclined to use his imagination and invention instead of his memory, was not malicious and as regards money he had shown himself honest. He always brought the right change and never helped himself to what

was not his. He was taken care of for a time after his arrival by the War Camp Committee of Sixth avenue and 27th street, New York, and stayed some days at the Newsboys' Lodging House.

that they could be removed without destruction. Among the first ships seized by this government when war was declared against Germany, it was discovered that men of the Leviathan's crew had done what they believed to be irreparable damage to the engines with the evident intention that she should not be used against the forces represented by the flag she formerly carried.

American engineering skill, however, proved equal to the emergency, and after weeks of hard work, and without plans or specifications of construction to guide them, navy mechanics succeeded in not only restoring the ship to her former efficiency but actually in securing from her engines a greater speed than her German builders had contemplated.

Repairs Cost \$1,000,000.

These repairs were made at a cost of approximately \$1,000,000, and it is a matter of pride to the Overseas Transport Forces that she has not missed a single scheduled voyage since she was placed in commission.

Armed to a degree that made her almost as formidable as a modern battle cruiser and further strengthened by her great speed, she braved the submarine dangers of the war zone and came through without a scratch. Her voyages under the Stars and Stripes have been ten in number, and she has carried an average of ten thousand men besides her crew.

Launched at Hamburg on April 1, 1913, the Leviathan arrived in New York on her maiden voyage on July 29, 1914. She made only one round trip under the German flag and her original name before she was self-interested here at the outbreak of the war.

The name Vaterland had been given her by Prince Rupprecht, at the direction of Prince Regent Ludwig of Bavaria, in the presence of a notable gathering of German military and naval officials. The name Leviathan was given to her by Secretary Daniels, with no other ceremony than the bustle of preparation for America's part in the war, the christening taking place while her magnificent fittings were being removed to make her ready to transport troops, and to the music of hammers and riveting machines working on her engines and boilers.

The great ship is registered at 54,252 tons gross; she is 907 feet long and 100 feet of beam, with engines which originally developed 93,000 horse power.

Her funnels extend sixty-nine feet above the main deck, each with a diameter sufficient to allow an ordinary locomotive to run through it. Her rudder weighs ninety tons, and the stock on which it is swung weighs 110 tons.

The hull has five steel decks, with four others superimposed, making nine in all above the waterline. Elevators, both passenger and freight, make her a floating structure which equals in size some of the largest buildings on land.

THE LEVIATHAN DUE TO-DAY WITH 9,000 OFFICERS AND MEN

Greatest Ship Afloat, Formerly
the Vaterland, of Hamburg
Line, Seized in 1917.

The giant American transport Leviathan, formerly the Hamburg-American line steamship Vaterland, the largest vessel afloat, is due here to-day with between eight and nine thousand officers and men of the American overseas forces. A wireless message was received here yesterday from the steamship.

On board are 117 naval officers, 4,747 naval enlisted men, 4 enlisted Marine Corps men, 62 army officers, 2,213 soldiers, 14 wounded army officers, 1,431 wounded soldiers, 15 women nurses, 1 British army officer, 2 civilian merchant marine officers, 8 civilian merchant marine sailors, 3 male Red Cross workers, 2 male Young Men's Christian Association workers, 10 miscellaneous male passengers and 7 miscellaneous female civilians.

Included in the list are Lord Decies, Major General Barnett, of the Marine Corps, and Frank I. Cobb.

First Arrival Since Armistice.

This will mark the first arrival in this harbor of the great ship since the armistice was signed, although during the period of America's participation in the war she ferried across the Atlantic approximately one hundred thousand fighting men, together with vast quantities of supplies.

It is understood that when American naval officials transformed the Leviathan from a German passenger vessel, into an American transport they discovered that the German builders, in constructing the ship, had designed her so she could be readily converted into a transport. It was found that her cabins were so arranged

N.Y. Sun
Dec 21/18

Observer Dec 19/18

The Story of the Leviathan.

TO THE EDITOR OF THE SUN—Sir: As one who, like the informant of your reporter, has been on this ship since her first run from New York in December, 1917, although I am but attached to the commissary force, I want to say how we all appreciate your description of the chaplain's daily sunset prayer at sea. My station at the time of this sunset prayer was always on top of the superstructure on A deck, where the chaplain might be seen and heard to much advantage. We also want to thank you for your short though fine description of the big scrap we had on last Christmas Day, 1917, and Lincoln's Birthday, 1918, with the U-boats that always tried to slam us on one of our holidays.

I hope you will print this as showing how much the crew of the Leviathan appreciate your account of her doings.

HERCULES NOBLE.

New York, December 20.

TWO MILLION DOLLARS TAKEN ON LEVIATHAN

Two million dollars in gold coin were hoisted on board the U. S. Naval transport Leviathan early yesterday morning. The money was taken in seven army trucks from the sub-treasury in Wall street, N. Y., and will be used for the payment of the American soldiers in France.

The gold was taken on board the vessel from a tug which brought over the coin in boxes. The consignment was not brought into Hoboken at any time during its transfer.

SHOW FOR BOYS WHO CAME ON LEVIATHAN

Over 2,500 boys who arrived from overseas on the Transport Leviathan were entertained at Camp Merritt last evening. The entertainment was furnished by Palisade Council No. 387, Knights of Columbus, at the K. of C. hut in the camp. At the close of the show 1,000 cigarettes were distributed to the soldiers.

The Jersey City Police Quartette and Fireman Joseph Halloran were among the many entertainers. The latter were taken from Union Hill to the camp in automobiles. Edward A. Johnson and Alfred J. Curtin arranged the show.

World Dec 29/18

THE PEOPLE'S FORUM.

Blow the Whistles for the Boys.

To the Editor of The World:

I note in this morning's World that Capt. Phelps of the Leviathan says, "Give the boys returning a noisy welcome." I want to congratulate him on his good-will and spirit. I don't think there can be too much noise or too loud a welcome on their returning. Let them see that we appreciate what they have done for us.

I congratulate Capt. Phelps. God bless him!

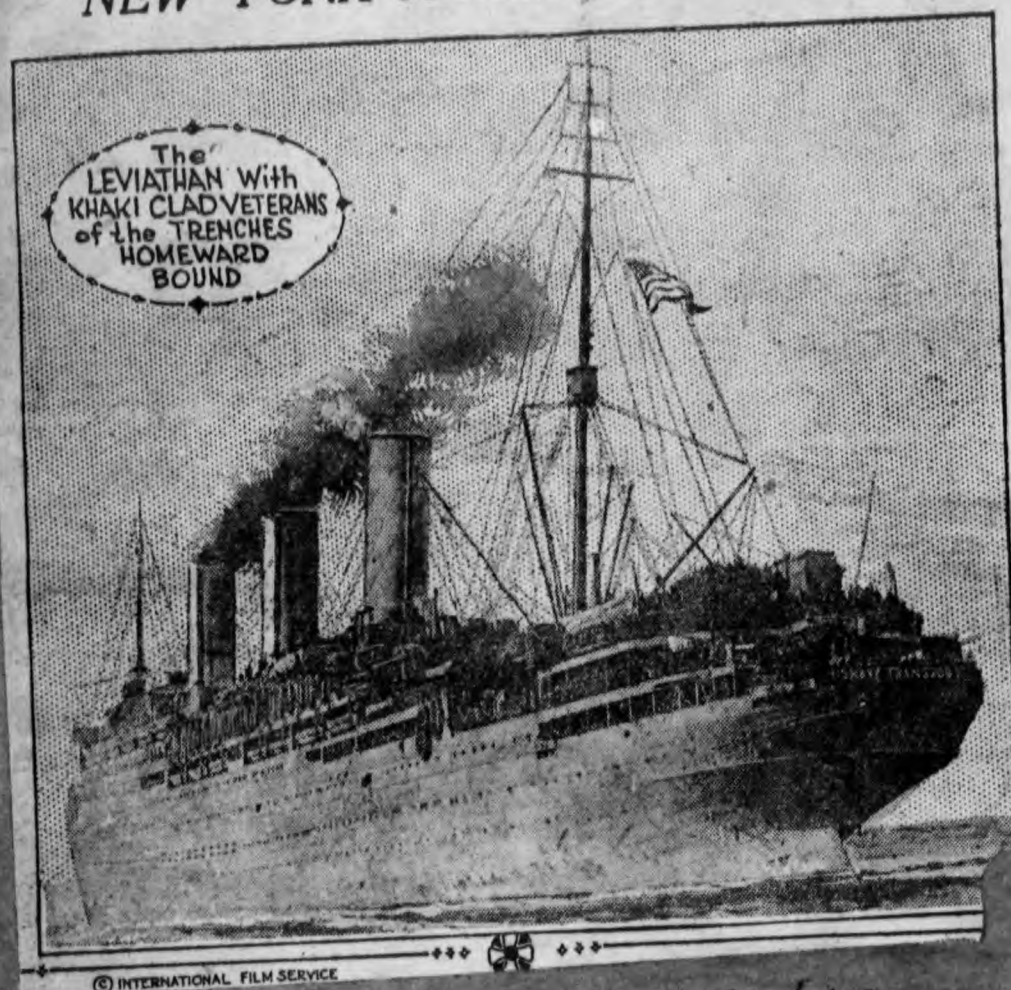
ONE MOTHER OF THE BOYS.

Brooklyn, Dec. 26.

Wald Rec 28/18 144

LARGEST SHIP AFLOAT, WHICH BRINGS NEW YORK REGIMENTS BACK HOME

*N.Y. American
Feb 7/19*



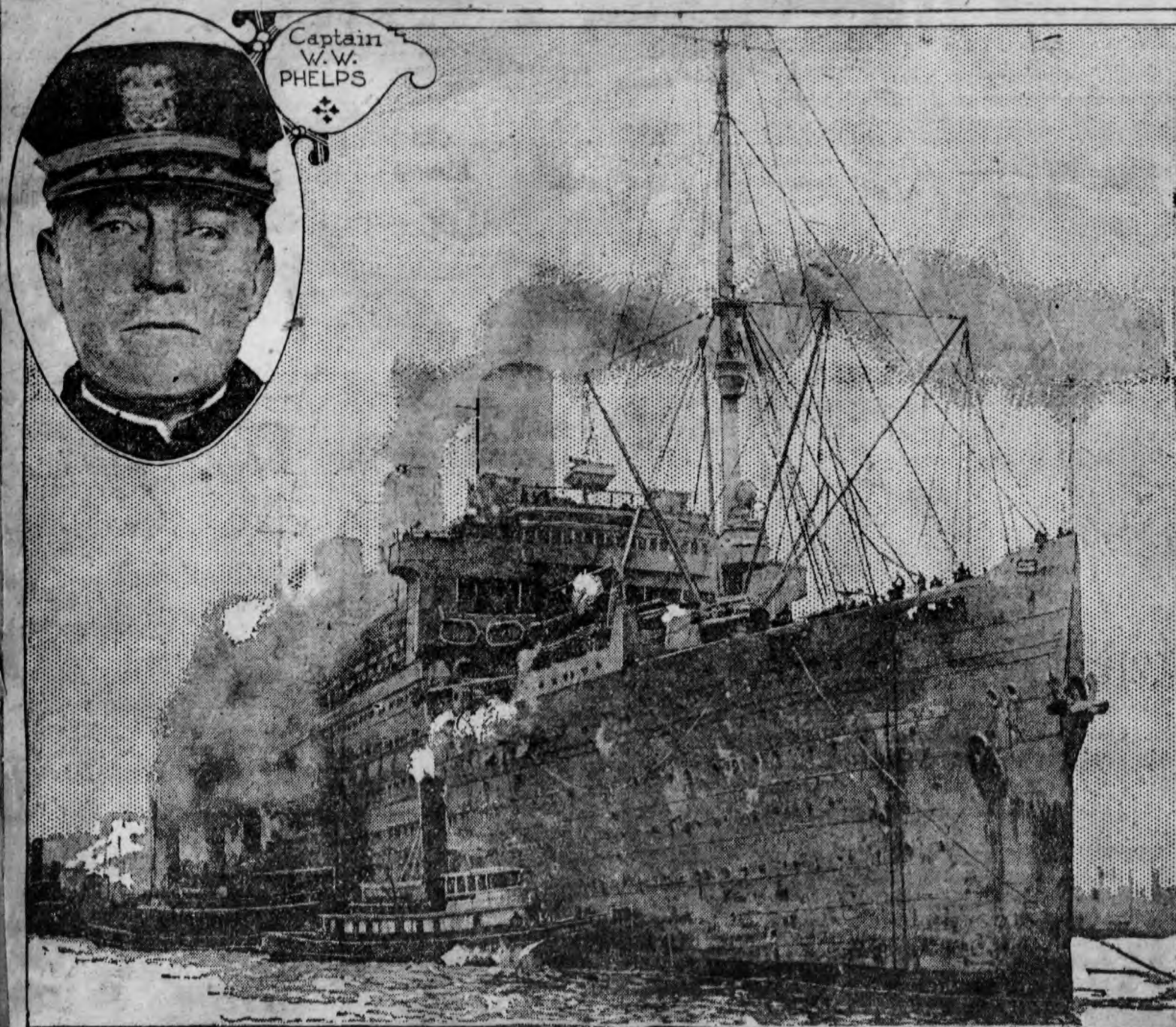
Leviathan's Quick Trip Is Explained

There is no mystery in the arrival here next Tuesday of the transport Leviathan, four days earlier than she was expected. When she sailed from here, January 23, she was in better shape than ever. As she did not have to lose any time coaling at Brest it was possible to send her back within three days after arriving at the French port.

The troops returning aboard the transport include the Three Hundred and Seventy-first and Three Hundred and Seventy-second Infantry complete, from the Ninety-third Division, to be divided among five Southern camps; One Hundred and Sixty-third Infantry's field and staff and headquarters company, for Camp Dix; headquarters detachment, medical detachment and Companies H, I, K, L and M of the Three Hundred and Sixty-eighth Infantry, for Camp Meade; headquarters, Forty-first Division, for Camp Dix; one casual company Texas men, convalescent detachments Nos. 24 to 34 inclusive, Nos. 37 to 39 inclusive and Nos. 41 and 42; 70 casual officers.

N.Y. Wald Rec 22/18

COLOSSAL GERMAN LINER THAT, TRANSFORMED INTO TRANSPORT, FERRIED OUR BOYS TO FRANCE BY THOUSAND.



S.S. LEVIATHAN BEING PUSHED INTO HER DOCK AT HOBOKEN.

LEVIATHAN, GIANT TRANSPORT, FOUGHT U BOATS UNAIDED AS SHE TOOK TROOPS ABROAD NEARLY ALWAYS UNCONVOYED

Soldiers, Women Nurses and Crew Rooted for Gunners Just as Crowd at World's Baseball Championship Games, and All Cheered Mightily When Hits and Near Hits Were Scored and Sometimes a Submarine Was Sunk—No One Showed Any Fear, Only an Overpowering Eagerness to Pursue and Destroy German Sharks of the Sea—Repairing, Fitting and Sailings of the Former Liner Vaterland an Amazing Story of Engineering and Seamanship, Herewith Told for First Time.

A vast, grim mass, a floating city of steel, moved majestically the other day into the harbor of New York freighted with men in olive drab and men in navy blue and, an epic task accomplished, slipped quietly into her berth at Hoboken.

She was the giant transport Leviathan, Colossus of the waves, formerly the Hamburg-American liner Vaterland, and the tale of her remarkable exploit can now be told.

The World, through the courtesy of Capt. Walter W. Phelps of the Leviathan and his staff, is able to present a detailed account of the great ship's voyages through submarine infested seas bearing a precious freight of America's fighting legions.

Great Liner Had Made But Few Voyages When Interned for War

CHAPTER I.

Vessel's War History Begins.

The Hamburg-American liner Vaterland had made only a few transatlantic trips when the outbreak of the European war compelled the internment here of many German vessels, among them the Vaterland, which had docked at Hoboken, at the old Hamburg-American, now the army, piers.

Britain's supremacy on the seas would have made a dash for Hamburg, her port, hazardous. England was alert to seize this prize, but was cheated of the prey when the German Government directed that none of the liners in American waters make any effort to steal away. As a passenger ship there was nothing to compel her internment by the Washington authorities, but Berlin was discreet, and the Vaterland remained through three years of idleness in her dock.

Her bulk was the most imposing in the river—954 feet long, 100 feet beam, she drew 41 feet of water and displaced 69,000 tons. The greatest ship in the world lay in the mud of her berth unstartling.

She Arrives With a Bang.

Those who viewed her vastness recalled, by way of realizing her tremendous bulk, that on her first arrival twenty-seven tugs required seven hours to push her into her berth. She backed this way and that, everywhere but into the dock between the sheds. Two barges went to the bottom because they lay in her path. And once the Vaterland stumbled far across the river and within twenty feet of the Southern Pacific piers on the Manhattan side.

Overlaid American nerves and overruled American patience snapped in April of 1917, and we entered into the war against the makers of the Vaterland. A score of ships along the shores of the Hudson River were seized. All had been tampered with—engines smashed, boilers cracked open, cylinder heads despoiled, wrenches flung into machinery, a hundred things were done by German engineers to injure the ships so that America might not use them against their Fatherland.

But Commodore Hans Ruser was of another sort. He rushed from his home in Hoboken to the pier at which the Vaterland lay and drove away from the liner's decks those who, he feared, might seek to do her damage. He alone of all the German marine officers failed to obey the dictates of his Government to smash machinery and shatter the availability of the ships.

Time and again thereafter he was called upon by American engineers to help renovate and reconstruct the engines and machines. Unstintingly he

gave of his knowledge and his information was of no small aid in returning the big liner to her former efficiency and in heightening even that efficiency. Though now interned, he took his internment as a matter of course that the Government of an enemy country could not evade.

CHAPTER II.

Reconstruction of Ship by U.S.

The United States Navy took charge of the Vaterland, then renamed the Leviathan, on July 25, 1917, with Capt. J. W. Oman, U. S. N., now a Rear Admiral, in command. Called to Washington by Secretary of the Navy Daniels, he was instructed to get the liner into shape as a transport as speedily as possible.

The Navy Department designated as Chief Engineer to supervise the reconstruction of engines Lieut. Commander V. V. Woodward, a graduate of Annapolis in the class of 1907, who had previously been Captain of the monitor Tallahassee. Commander Woodward assembled around him a staff comprising Lieut. Andrews, Lieut. Schluter, Lieut. Edwards, Lieut. Parker, Lieut. Lau, Lieut. Keiser, Machinist Wilson, Ensign Bright, Lieut. Watson, Lieut. Miller and Lieut. Watt.

Engineering Staff Intact.

Though the Captains have been changed and other officers replaced from time to time, this engineering staff has remained intact and has been retained in its original personnel because of the intimate acquaintance of its members with every detail of the ship.

Examination of the ship showed that considerable damage had been done. Not damage by malicious tampering, but, rather by deterioration through three years of disuse and by the stupidity with which the ship had been operated by the Germans.

Commander Woodward found that her four stern turbines had been lifted, and that the blading of these turbines had been 20 per cent. destroyed because of misuse by the Germans. The turbines were rebladed right on the ship. On far smaller vessels this task was usually done by extracting the turbines and hauling them ashore because of the delicacy of adjustments to the thousandth part of an inch.

American Engineers Triumph.

The turbine casings were found cracked in numerous places and these were repaired by electric welding. Since that first repair there has not been a leak. And, for that matter, no engine trouble has ever developed on the Leviathan, though defects were discovered on other reconstructed ships even on their second voyages. The work was done with a thoroughness and efficiency that reflects intense credit on American engineering.

The engineers had to make radical changes in adjusting turbine clearances and thrust blocks to conform to American naval standards. Even more radical alterations, for the same purpose, were made in the forty-six boilers, all of which were changed.

It was found that with the exception of a few small pumps, none of the engines or auxiliary machinery were of German make. For instance, there were Yarrow boilers (English), Parsons turbines (English) and pumps and condensers of Weir (English) design. Though manufactured in Germany, all were of British design.

Sailors Did Most of Repairs.

Eighty per cent. of the labor was done by sailors of our navy, only some of the special work, requiring certain mechanics, being done by civilians from the Brooklyn Navy Yard. A total of 843 men and eleven officers were required for the job. Only a few of the enlisted men had even been aboard a ship. In one day there were sent to Commander Woodward 600 men from Pelham Bay who never had handled a wrench or other implement. They had to be taught at the same time that they worked.

There wasn't a blue print with which to work and not an officer or man engaged in the reconstruction of the vessel had ever boarded her before we entered the war. Though Commodore Ruser aided, his assistance was of a general nature, helpful, but far from sufficient to overcome the handicaps arising from the fact that there were no blue prints of the engines and machinery.

Men Worked 20 Hours a Day.

Twenty hours a day was the average time put in by the shifts. Many officers and men gave up the rest periods due them and sacrificed shore leave in order to be on hand continuously through the trying, driving months to hasten the departure of troops by hurrying the completion of the big transport.

Fancy furnishings were ripped away. Staterooms were torn out to make room for bunks. Tiers of stateroom bunks were installed in several parts of the ship. The first class dining room was reconstructed into a troops' mess hall. At the other end of the ship, forward, the crew's mess hall was created. A telephone switchboard of 200 drops was installed and the ship was equipped with highest power radio.

Like a Floating City.

Hospital wards were established, store rooms for ammunition were made out of rooms that formerly held palatable commodities. Guns were placed at every vantage point, fore and aft and amidships. Scores of life rafts were slung against the sides of the ship and upon the decks. Lifeboats were swung on dozens of new davits. The holds were renovated to increase cargo space. Deck promenades were reduced in space to create area for the bunking of troops. And then there was the task of painting the ship a streaky camouflage.

Long before the job was accomplished, Capt. Oman in middle summer was promoted to Rear Admiral and was replaced on the Leviathan by Capt. H. F. Bryan, U. S. N., who relinquished the bridge because of ill health three months ago to Capt. W. W. Phelps, U. S. N., the present commander of the transport.

Test Caused a Sensation.

"We are ready," reported Commander Woodward in October, and on the 16th of that month was held a trial test that has been the marvel of the maritime world since. Only those connected with the army and navy, directly or indirectly, have been aware that this test was made and this is the first publication of its details.

Tied to the pier, the full power of the Leviathan was tested Oct. 16, 1917, for the first time since she was interned. Held taut by a score of hawsers, her engines were turned over. The ship's big propellers were disconnected so that, despite the speed of the engines, the vessel could only throb, but never budge from her dock.

Forty-eight hours the engines thus revolved while the liner remained outwardly inert. And at the end of the second day American engineering was pronounced to be a success.

One month later, Nov. 16, the first sea trip was made, a trial to Guantanamo. She made twenty-three knots. The best the Germans had ever achieved with her was twenty-one.

CHAPTER III.

Voyages as Transport Begin.

The first sailing of the Leviathan as a transport was in the dark of the night of Dec. 15. German submarines, alert for the greatest prize of the seas, were known to have been hunting for days for the mammoth vessel.

Seven thousand, two hundred and fifty soldiers were packed aboard the Leviathan, besides a personnel of 2,200 in officers and crew and 500

women army nurses and other medical workers. The ship arrived safely at Liverpool and remained in dry-dock there fifty days, her capacity being increased to 8,250 troops. Returning, she remained here thirteen days, her capacity again being raised to 8,900 troops. She sailed on her second trip March 4 and was at Liverpool twenty-nine days.

The third trip, April 24, was to Brest. The Leviathan was at Hoboken again May 12 and sailed again May 19 with 10,500 soldiers.

On all these trips she sailed alone and without naval escort. Other trips were June 15, unescorted; July 8, unescorted; Aug. 3, in company with the Great Northern and the Northern Pacific; Aug. 31, in company with the same transports; Sept. 29, escorted for the first time by destroyer; Oct. 17, unescorted.

Altogether the Leviathan made ten trips with troops, carrying 110,591 soldiers, or more than comprised our peace-time standing army. When troops were most critically needed to stem the sweep of the German hordes in France the mammoth transport ferried across the ocean in safety, on the July 8 trip, unescorted, total of 13,553 souls, of whom 11,478 were soldiers. The previous record, 9,000 troops, was held by the White Star liner Olympic, which transported that number from Canada in the summer of 1915.

CHAPTER IV.

Perfect System Aboard.

Of the eleven printed booklets handed out for guidance of those who sailed on the Leviathan several governed the handling and conduct of troops. To the moment of striding across the gangplank the soldiers were in army jurisdiction. Thereafter, though still under army command, the entire ship, soldiers as well as naval men, was in control of the navy officers. Here are extracts from the printed orders:

"Army guards come aboard ship before general embarkation. They take up guard duty. The army guard is composed of men who have had the longest service. It is also necessary that all members of the army guard speak English."

The army guard consisted of one colonel, one major, three captains, seven first lieutenants, fourteen second lieutenants, thirty-nine sergeants, twenty-one corporals and 372 privates.

Each Man Knew His Place.

Before the other troops came aboard they were given billet cards on the dock, showing the compartments they were to bunk in.

"As soon as the men find their bunks they must get into them, to give room in alleyways to men locating their bunks. It is impossible to fill the compartments any other way."

The army lookouts comprised one senior officer and fifty other officers, designated by the commanding general aboard ship. Ten were on watch at a time, each station covering an arc of thirty degrees, "the most important area being from 1,000 to 2,000 yards from the ship." Each man was equipped with binoculars and was instructed:

"When you sight a suspicious object report it if possible without taking your eyes off it."

Continued
on next
page

Submarine Peril at Height.
 "Submarines are most dangerous during twilight and early dawn, because it is then much easier for submarines to keep out of sight, while the ship is easily seen against the horizon. The same applies to moonlight nights. Lookouts must not expect to see the periscopes for more than a few seconds at a time. Do not look out of your own arc. The object of this order is that frequently submarines travel in pairs or threes, so while you are watching a submarine in the next man's arc, a torpedo may come along in your arc."
 Other printed pamphlets directed troops to their lifeboat and life raft stations. Each trooper, member of the crew and civilian passenger (there were civilians aboard connected with the Government or welfare organizations) received a card of instructions for abandonment of ship. Lists of stations were posted in the passageways. Instructions were sternly emphasized that nothing be cast overboard. All lights were darkened at sunset.

CHAPTER V. Bunking and Messing of Troops.

When, July 3, the *Leviathan* sailed with a total complement approximating an excess of 50 per cent. beyond her intended capacity of passengers, the vast ship was so crowded that the troops had to sleep and eat in shifts, the mess operating day and night to accommodate them.

Hammocks were swung from deck roofs. Extra cots, to accommodate privates, were placed in officers' rooms. Cargo spaces were converted into berth areas. Passageways held bunks. The stowee bunks were brought closer together and piled higher toward the "ceilings."

Stowee bunks are steel and wire-framed berths, piled one on another, much as though they were enlarged pie racks. They suffice to berth soldiers completely, if somewhat uncomfortably. Usually there are three tiers.

The messing of officers, crew and soldiers fell to Lieut. Commander N. R. Farwell, U. S. N., Supply Officer and Paymaster of the *Leviathan*. His system accomplished the record of feeding 10,000 men in one hour and seven minutes, and hundreds of them, in that period, had second and even third helpings. The usual time was one and one-half hours. The troops messed in what was formerly the first-class dining saloon of the old *Vaterland*.

The officers' mess was in the former Ritz-Carlton and Winter Garden restaurants.

Mess After Cafeteria Plan.

The troop mess, developed on a basis of 10,000 or more soldiers, was maintained on the cafeteria system in what was, in her passenger days, the first-class dining saloon of the *Leviathan* on the F deck aft.

At the first two mess periods, 8 o'clock and 4 o'clock, four lines of troops meet at the head of the stairway leading to the mess hall. Two of these lines came from the forward end of the ship, the other two from the after end.

Arrived at the bottom of the broad stairway, the four lines divided into twelve lines to reach as many serving stations. Each serving station consisted of four 15-gallon galvanized containers resting in a steam-heated box. From these containers were served the hot portions of the meal, including coffee. At adjoining tables the moving troops were given bread, butter and pie, cake or pudding.

Each soldier drew his ration in his field mess kit, which consisted of an oval meat can, the cover of which was utilized as a second plate. The troops stood at tables erected 40 inches high so that they might eat without bending. With the exception of dessert they had the privilege of as many repeated helpings as they desired.

The meal completed, the men passed forward to washing stations, where they cleansed their dishes in soapy, boiling water. As the dishes are of aluminum they dry instantly.

One Day's Meals.

To feed troops on the *Leviathan* for one day the following quantities were required:

Bread	7,000 eighteen-inch loaves.
Fresh meats	12,000 pounds.
Vegetables	14,000 pounds.
Fruits	5,000 pounds.
Coffee	900 pounds.
Milk	900 pounds.
Sugar	2,500 pounds.
Butter	1,200 pounds.
Eggs	1,500 dozen.
Pies	3,000.

When the *Leviathan* left her home port she took aboard on each trip:

Flour	210,000 pounds.
Bread	20,000 pounds.
Tinned meat	50,000 pounds.
Smoked meat	35,000 pounds.
Salt meat	16,000 pounds.
Fresh meat	375,000 pounds.
Fowl	10,000 pounds.
Eggs	18,000 dozen.
Vegetables, tinned	38,000 pounds.
Vegetables, dried	75,000 pounds.
Vegetables, fresh	313,000 pounds.
Cereals	16,000 pounds.

Dried fruit	3,000 pounds.
Jams	6,000 pounds.
Canned fruits	41,000 pounds.
Fresh fruits	101,000 pounds.
Coffee	17,000 pounds.
Cocoa	2,000 pounds.
Tea	1,000 pounds.
Butter (tinned & fresh)	30,000 pounds.
Lard	8,000 pounds.
Sugar	112,000 pounds.
Salt	11,000 pounds.
Yeast	3,000 pounds.
Fresh milk	4,000 quarts.

5,000 Tons of Coal Per Trip.

In addition, 5,000 tons of coal were required for a round trip. On the last voyage the *Leviathan* landed at a foreign port 7,545 packages of provisions, weighing 672,000 pounds and valued at \$108,000, in addition to 1,200 tons of cargo carried for the army. "What we carry," said Commander Farwell, "is enough for ten battleships and two supply ships. In fact, on our last trip we sent foods and supplies to a number of our destroyers and to our station at Cardiff."

Commander Farwell, as supply officer, had a force of seven commissioned assistants and 350 enlisted men. His office and five divisions: Disbursing, commissary, naval supplies, canteen sales, candies, clothing, &c., officers' mess.

Supplies From Brooklyn Base.

Supplies are obtained, so far as possible, from the supply base in South Brooklyn. If that is not possible, bids are called for and contracts made for vegetables, meats or other supplies.

Three inspections of deliveries are made, first, by the officer of the deck, who weighs as to quantity; second, by the medical department, which inspects for quality; third, by the supply department, which inspects as to whether the goods are up to navy specifications.

From Commander Farwell's office are sent supplies to the barber shop, the tailor shop, the smoking room and the canteens. Elevator equipment and handball court accessories are obtained through him. In the canteen goods are sold at a penny above cost, the penny making up for losses through breakage, deterioration, &c.

Even the purchase of a Christmas tree comes under his jurisdiction. Incidentally, a thirty-five-foot tree has been placed in the mess hall. The crew has contributed \$1,300 toward the entertainment and giving of presents Christmas Day to 1,000 orphans of New York City.

It Is a Huge Mechanism.

The messing system involves, of course, a huge mechanism extending through several decks and far into the holds. An electric baking oven and five coal ovens, three electric dough mixers of a capacity of 300 pounds of flour at a time and a large mixing vat capable of a daily total of 8,000 eighteen-inch loaves of bread.

In the butter shop are delivered from refrigerating rooms by three freight elevators 120,000 pounds of meat a day. There are three refrigerating systems, air blown, piping and oxygen. The Kaiser's old food store room has been converted, by the way, into a store room for vaccine. In the old beer holds are stored 160,000 pounds of vegetables.

There are fourteen seventy-five gallon steam copper kettles and thirty cook stoves. There is an eighty-gallon soapmaker, besides nine fat boilers and thirteen three hundred-gallon coffee kettles. All cooking is done by steam.

In the ice cream room is a machine capable of making ten gallons in twenty minutes.

CHAPTER VI.

U Boats—Care of Passengers.

Her score of guns of all calibres pointed in a dozen angles and manned by selected gunners, the *Leviathan*, as a rule, made her fast, zigzag dashes unescorted, depending on her speed and arms to drive off or evade submarines.

However, there were times when U boats were sighted and when the *Leviathan* was put to the test. She proved her prowess. On her first trip last Christmas Day, on Washington's Birthday and on Memorial Day, each of those holidays was celebrated with a victory over the undersea vermin.

Two submarines were sighted on the way to Europe Christmas Day. And this is the way a member of the crew described the two-hour race that resulted in the destruction of one U boat and the speedy submerging thereafter of the second:

"Pray? Hell, no! It was like a ball game. We were crowded to the rails. The soldiers were sore; they were soldiers and couldn't shoot the guns. But they rooted every time the gunners fired."

Nurses Were Baseball Fans.

"And the 300 women army nurses! Lord, how they cheered! Just like a game at the Polo Grounds. Thirty-one shots were fired by us and every time the women and the soldiers would clap a gunner on the back and shout 'Atta boy! Slam out another home run, kid!'"

"They'd watch the shots and cheer like blazes when they'd land near the subs. 'Shoot it over the groove!' shouted the women. They must have been baseball fans. 'Soak them, Bill!' shouted the troops. A torpedo came our way and missed the stern. And when the submarine was hit you ought to have heard that mob howl! They were sore as pups when the other German dived and beat it."

Just outside Liverpool Washington's Birthday a torpedo sped 400 yards astern the troop-laden *Leviathan*. And then the submarine plunged.

Again, off the Irish coast there was a running battle with a U boat in which, the crew insist, the submarine was destroyed.

Another spectacular race with a U boat was Memorial Day, on the way to France, when three submarines were sighted. They fired torpedoes, all of which missed, but the *Leviathan*, after a score of shots,

managed again to bag a U boat. The other two disappeared.

Always when submarines were sighted the conduct of crew, troops and nurses was marked by total fearlessness and an excitement caused by their intense eagerness to give the U boat battle rather to flee her.

Fear Was Wholly Absent.

Troops moved to their stations at the gong-signals proclaiming the sighting of U boats and crews took the posts allotted them. But it was impossible to maintain rigid discipline during the racing fights, for all threw restraint to the sea winds and leaped and howled their encouragement to the gunners.

Even the sick in cots were reported to be cheering every time the *Leviathan's* guns popped. Their courage never ebbed, for by their sides stood the valiant army doctors and nurses, jesting while the gunners played with the U boats.

This spirit of daring defiance was splendidly exhibited in the last encounter, in July. Six submarines appeared, apparently in a desperate effort to sink the record cargo of troops the *Leviathan* bore.

The *Leviathan* blazed away from half-a-dozen quarters with her six-inch guns. Officers of the ship insist a shell broke the back of one of the submarines and sent her down, stern skyward. Though the *Leviathan* gets no credit officially for any of these sinkings, because she gathered no wreckage or prisoners, her crew and officers describe four such victories, though some assert they are certain of not more than two U boat sinkings.

Barrage Against U Boats.

The midocean fight in July gave the *Leviathan* an opportunity to put into use for the first time in the navy's transport history a new system of defense and attack, described as a barrage laid down by a "Y" gun. There are two of these, one at the bow, the other at the stern.

From the mouth of the "Y" gun belches forth a depth bomb containing 350 pounds of TNT. This charge drops at a distance of 200 yards or less from the vessel fired at and explodes at a depth of seventy-five feet.

With both of these guns working there can be laid a complete barrage circle. All of the ninety-five naval gunners on the *Leviathan* declared the new "Y" gun the most effective anti-submarine weapon they had ever used.

CHAPTER VII.

Work of Capt. Walter W. Phelps.

No story of the *Leviathan's* career would even approximate completeness if space were not devoted to the work of her commander, Capt. Walter W. Phelps, now in his fourth month as head of the mammoth transport.

Capt. Phelps was graduated thirty-three years ago from Annapolis, and has been with the navy ever since. As captain of the transport *Great Northern*, he made the record of the swiftest turn of any transport in the war. Thirty-six hours after landing a cargo of troops and supplies at Brest last summer, when speed was the cry, he had turned the bow of the *Great Northern* back in the direction of New York for another load of troops.

His remarkable success as commander of the *Great Northern* resulted in his promotion to captaincy of the biggest transport of them all, when ill-health compelled Capt. Bryan to yield the bridge.

Graff and Kindly Commander.

Capt. Phelps is a man of stern visage and a kindly eye that belies that sternness of jaw. Gray-haired, his face a bit seamed, his tone sometimes containing an assumed gruffness, he has the reputation of being a severe disciplinarian and still a kindly, fatherly ruler.

The stories of his kindness are told by the score. Frequently, after disciplining a man for some infraction, he has taken him aside, chatted it over and sent the offender for a similar talk by Father McDonald, the ship's Chaplain.

The vastness of the ship, the tremendous size of its personnel, the staggering number of its troops and the necessity for intense alertness against submarines twenty-four hours a day, sixty minutes an hour, sixty seconds a minute, and then some, compelled severe and rigid adherence to rules, the slightest violation of which might at any moment have sent more than 10,000 souls to the bottom of the sea.

It was up to Capt. Phelps that this discipline be maintained. He maintained it.

Yet, when a Sergeant complained of ill-treatment by a gangplank naval guard, the Captain, after soothing the Sergeant and admonishing the guard, turned to the reporter and winked: "You know, I like to see this happen once in a while because it's the American boy's spirit. The guard wants to be a little boss at the gangplank and the Sergeant doesn't want to have anything put over on him. We mustn't stifle that spirit too much."

Typical of Capt. Phelps.

There is this story, too, of Capt. Phelps:

When the *Leviathan* docked the other day there was so much excitement at the pier that passes were ignored and scorned by guards at the gangplanks, who barred everybody, an irate reporter made angry protest to a guard.

A man in officer's uniform came along. "What's the trouble, son?" he asked.

"I have a pass signed by the Navy Department and this man won't let me aboard. The blanked old Captain of this ship won't let his men admit us to the decks."

"Well, let's see if I can help you a bit. Come along."

The officer strode up the gangplank and drew the reporter along. En route the officer was saluted three or four times.

"Thank you," said the reporter, once the deck was reached. "May I ask your name?"

"Oh, that's all right," smiled the officer. "I'm Phelps, the blanked Captain of the ship."

Capt. Phelps has two constant companions when in his commodious and finely fitted offices. Lawton is one. Lord Nelson is the other.

Lawton is a Britisher and has been the Captain's servant many years.

Dog Demands His Attention.

And Lord Nelson is a dog, a full-pedigreed, white-haired fox terrier. He does not salute the Captain and he does not care whether the Captain is busy or not; he just bumps along, demands a show of attention, and for that reason, perhaps, the Captain frequently jumps from the mass of papers before him on the desk and chases around the office with Lord Nelson.

"I call him Lord Nelson because he's the greatest seaman I ever met," explained Capt. Phelps.

And there is another side to Capt. Phelps, too—his family interests. On his desk the piles of documents are flanked with two photographs, one on either side. One is of Mrs. Phelps, beloved by the sailors of the *Great Northern* and the *Leviathan*, for whenever these ships docked under command of her husband she was on hand with boxes of candy, packages of cigarettes and stacks of books. "She made things mighty pleasant for us," said a chief petty officer.

And the other one that holds the Captain's intense affection is Cadet Woodward Phelps, a student at Bordentown Military Institute.

Ask this man, Capt. Phelps, who carried many thousands across the seas, to describe his exploits and he shies away from the subject, preferring to narrate the good work of an under officer rather than boosting his own achievements. And that, too, is a barometer to the bigness of the man to whom was assigned the mightiest of transports.

CHAPTER 8.

Spiritual Side of Leviathan.

"Thou, O Lord, art in the midst of us, and Thine holy name is called upon by us; leave us not, O Lord our God."

"Remember, O most gracious Virgin Mother, Star of the Sea, that never was it known that any one who fled to thy protection, implored thy aid and sought thy intercession, was left unaided. O Mother of the Word Incarnate, despite not our petition, but in thy clemency hear and answer us."

"O Lord, save us waking, watch us sleeping, that we may wake with Christ and rest in peace."

"Visit, we beseech Thee, O Lord, our distant homes and families; Thine angels guard them with Thy peace and benediction. Bless this ship, we beseech Thee, and drive far from her all the snares of the enemy; guide her upon a tranquil course unto the wished-for haven."

"May the Lord Almighty grant us a quiet night and a perfect end. Jesu mercy. Amen."

Prayer at Sunset.

Standing each evening at sunset on the navigation bridge of the *Leviathan*, Father Eugene E. McDonald, ranking as Lieutenant, uttered that prayer. Seventeen years in the navy, he has come to be known as "the Father"

Continued from previous page

Jersey Journal
Mar 15/19

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Duffy of the Navy." He has been with the Leviathan ever since she began her transport service.

And at the moment that the bugler sounded the sunset call the entire 10,000 and more aboard stood at rigid attention and listened. Many could not hear, but all knew the words that were being spoken from the navigation bridge in fair weather or storm.

Not even the lurking sharks of the undersea could deter the hardy chaplain from this sunset prayer on the ocean waves. All stood at attention and at the end, because the next moment might plunge all aboard to Davy Jones's locker, the chaplain granted a general absolution to take in every soul on the ship, whether Catholic or Protestant or Jew or agnostic.

Father McDonald's Fine Record.

And, while there may have been swimming beneath her bow a sinking monster ready to dart forth exploding fangs into the sides of the Leviathan, there never failed at sunset this prayer of the chaplain, the response "Jesus, mercy," and the general absolution.

Regular Sunday services were held by Father McDonald, who distributed prayer books, testaments, medals and rosaries. He comforted the sick and administered the last rites to the dying. Thousands, on the brink of a torpedo sped death, confessed to him aboard the Leviathan.

On her October trip Father McDonald worked day and night on the Leviathan, with little sleep or rest, for ninety-six soldiers died of influenza and 2,000 more troops were transferred to hospitals when the ship arrived at Liverpool.

CHAPTER IX.

Other Outstanding Personnel

And this brings attention to the work of the medical force under command of Surgeon George T. Vaughan, of the Naval Reserve Force. Recently he has expressed a wish that he have back again the opportunity to perform, as he did in 1908, an operation on the Kaiser's throat.

The medical force seldom was under 500, frequently the women army nurses numbering as many as 300.

The executive officer of the ship, Lieut. Commander J. H. Blackburn, has been with the Leviathan ever since she was commissioned by the navy.

With a corps of assistants he takes charge of the ship's records and looks after the thousand and one details of a big ship's management that come up during a day's work.

Located in luxurious quarters, where elbow room is plentiful, grown to love the queen of all transports because of her daring and the deeds she has done, the officers are loath to think of the day when, her service as a transport no longer needed after demobilization, the liner shall be swung back into passenger traffic and they shall be sent to officer ships of far different type.

LEVIATHAN LARGEST SHIP AFLOAT

Editor Jersey Journal:

Dear Sir—A says the Emperor is the largest ship afloat. B says that the Leviathan is the largest ship afloat. Which is right?

Yours very truly,

L. F.

Jersey City, March 14, 1919.

B is right.—Ed.

CAPT. DURRELL TO TAKE LEVIATHAN

Will Succeed Capt. Phelps as Commander of Big Transport in a Day or Two.

(Special to The World.)

WASHINGTON, April 2. — Capt. Edward H. Durrell, until recently in command of the Naval Training Station at San Francisco, will assume command of the transport Leviathan within a day or two.

This statement was authorized by the Navy Department. Capt. Durrell succeeds Capt. William W. Phelps, who has had continuous sea duty for two years or more and will be given a shore assignment. The general policy of the Navy Department is not to keep an officer at sea longer than two years on a stretch.

Most officers would prefer a detail to command the Leviathan to service on the finest battleship in the fleet, when the latter is relatively inactive.

Capt. Phelps, who has made his last voyage as skipper of the Leviathan, made a splendid record. If precedent is followed he will be promoted to the rank of Rear Admiral.

German Liners Now Property Of U. S.

Arrangements Completed for Taking Over Leviathan and Other Big Ships Permanently in Partial Settlement of War Bill.

Washington, May 6.—Payment of claims of the United States against Germany will be made in part through the transfer of German ships, according to authoritative reports here today. Reported decision of the peace conference, automatically adding 89 seized German ships to America's fleet for a "money consideration" will help cover the United States bill of damages against Germany, officials say.

Although details of the conference decision have not been received, Shipping Board officials said the United States would be awarded

654,000 tons of shipping under its terms. Brazil, also to come in for a large amount of tonnage under the reported decision, will get about 200,000 tons, it is reported.

Among the seized ships which apparently are to be permanently added to the American fleet are the now famous George Washington (13,300 tons), America (20,000 tons), President Grant (19,600 tons), President Lincoln (21,000 tons), and the Leviathan (52,000 tons). All of the ships have been rechristened and their new names will remain now that they are the property of this government, officials said.

Dispatch Mar 15/19

Leviathan's Sister Ship.

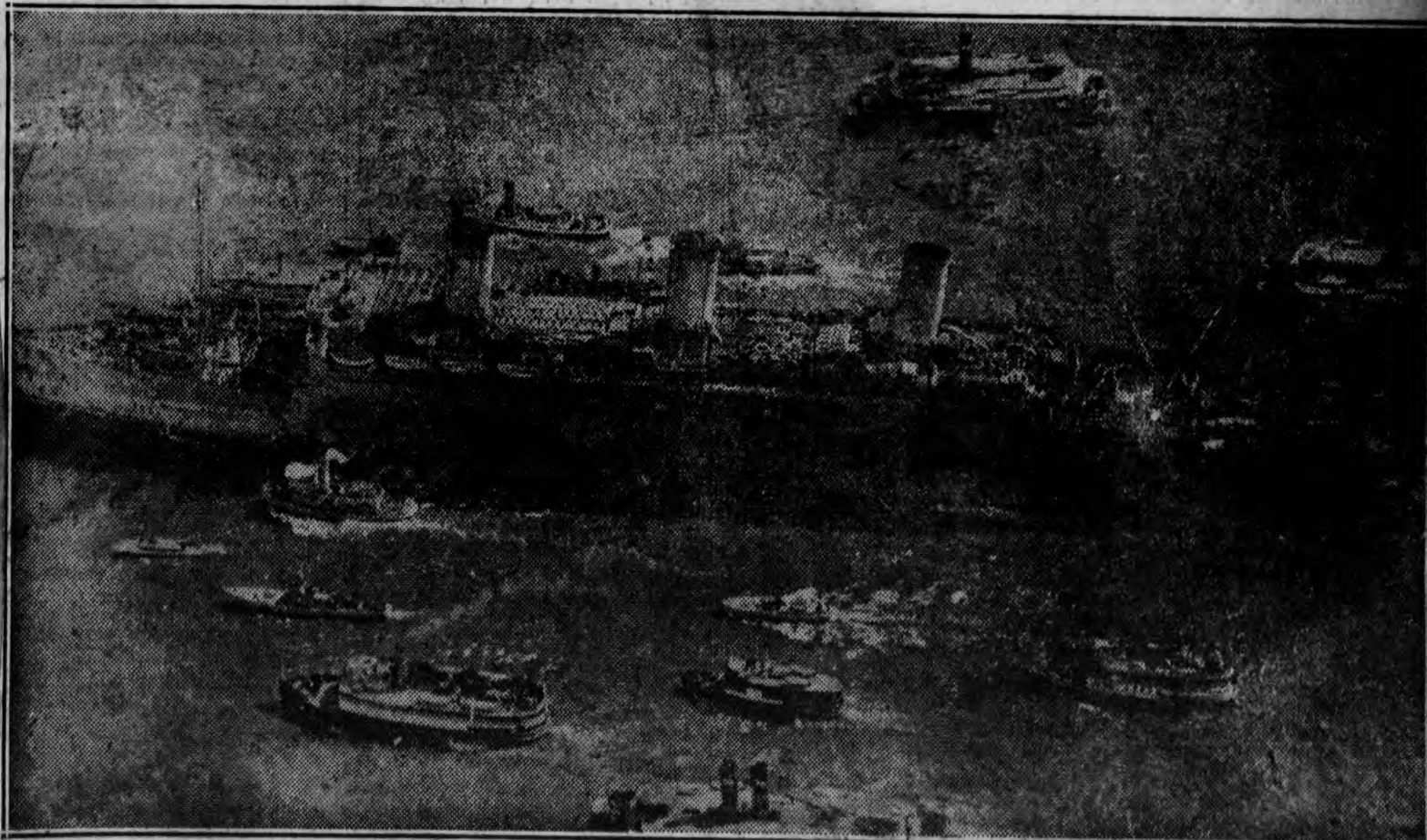
Editor Hudson Dispatch:—What was the sister ship of the Leviathan, formerly the Vaterland, and what has become of that sister ship?

WEEHAWKENITE.

Answer:—The Emperor. That ship happened to be in Germany when the war broke out, and is still there.

M. J. Wald Mar 15/19

The Leviathan, Seen From a 'Plane

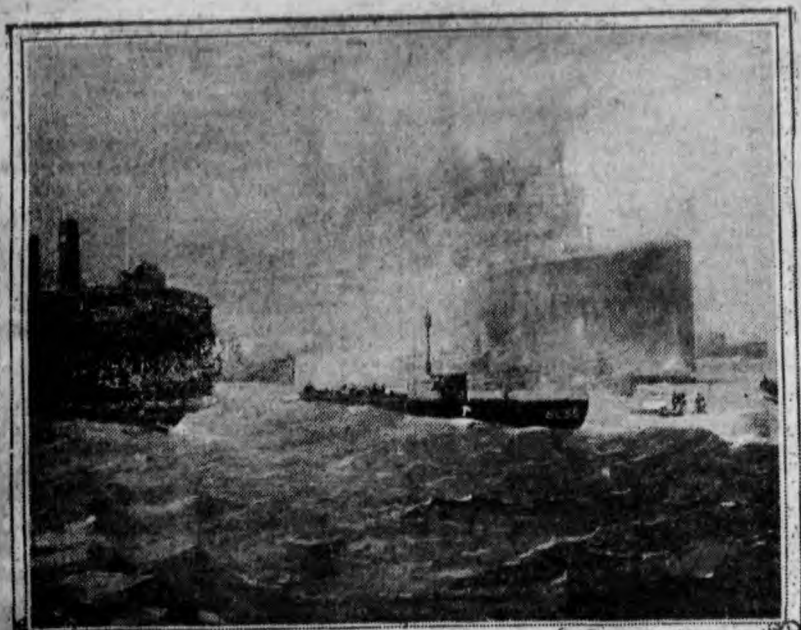


This photograph was taken for the Aeronautical Exposition while the huge transport was moving to her pier with men of the 27th Division.

N.Y. Herald 148
Apr 27/19

Obs June 19/19

GEORGE LUKS' "LEVIATHAN" A NOTABLE MARINE PAINTING



ARRIVAL OF 27th DIVISION ON U.S.S. LEVIATHAN BY GEORGE LUKS.
COURTESY OF THE KRAUSHAAR GALLERIES

George B. Luks is not regarded generally as a marine artist. His painting of the arrival of the U. S. S. Leviathan as a troopship, which is now on view in the window of the Kraushaar Galleries, as part of the Victory Loan display, is a notable example of something carefully observed and powerfully recorded. Indeed, it is safe to say that this picture is sure to be remembered as one of the really important

works of art having to do with New York's share of the war. The whole composition is typical of force, the force of a nation in arms. It also suggests the magnitude of the German collapse. The great ship, which was a symbol of Teutonic ambition, is here shown, with swarms of American soldiers, as an indication of the irony of fate. As a picture this is much superior to the "Blue Devils on Fifth Avenue," which was Mr. Luks' contribution to an earlier loan drive.

NEXT TRIP OF LEVIATHAN LIKELY TO BE HER LAST AS A NAVAL TRANSPORT

Rumors in Circulation Have It That She Will Be Re-fitted and Turned Over to the Merchant Service—Talk of Other Troopships Being Withdrawn and Big Changes at Piers in Hoboken—Six Vessels Arrive, Bringing Twenty Thousand Men.

men of the following organizations: 20th Machine Gun Battalion, complete; 113th Engineers, complete; 21st Engineers, Company M; 28th Engineers, Regimental Headquarters Detachment; Casual Company 1716; Special Casual Company 5465; 325th to 330th Brest Convalescent Detachments and 47 casual officers. On the Kaiserin Augusta Victoria were 5,485 men of the following organizations: 6th Field Artillery, Brigade Headquarters; 3rd Field Artillery, less Batteries A and B; 78th Field Artillery, less Batteries A and E; 303rd Motor Transport Repair Unit, complete; 6th Sanitary Train, complete; 16th Machine Gun Battalion, complete; 18th Machine Gun Battalion, complete; 6th Division, Mail Detachment; 38th Hospital Train; 6th Train Headquarters, several special casual companies; 32 casual officers and 264 nurses. There were also on board 53 wives of officers. On the Nieuw Amsterdam were 1,532 officers and men of the 34th Infantry, field and staff, Headquarters, Machine Gun and Supply Companies A, B, C and D; 210th Base Hospital; 355th Bakery Unit; 1,707th Special Casual Company and 21 casual officers. The South Bend had 2,432 men aboard, of the following organizations: 355th to 357th Bordeaux convalescent detachments; 312th Service Battalion, companies A to O; 217th Military Police Company; 238th Military Police Company; 72d Evacuation Ambulance Company; 308th Regimental Headquarters Detachment; five casual companies and nine casual officers. The Prinz Frederick Wilhelm brought 3,622 officers and men of the following organizations: 21st Machine Gun Battalion, complete; medical detachment and motor commands; 23d Engineers, detachment of 2d Battalion; 51st Infantry; 15 casual companies and 21 special casual companies. On the Panaman were detachments of the 15th Cavalry, 317th Machine Gun Battalion and 323d Infantry.

DELICATE OPERATION ON BOARD PANAMAN

Rumors that appear to be well-founded are in circulation around the Army Piers, Hoboken, to the effect that the Leviathan will shortly be turned over to the American Merchant Marine and will cease to operate as a troopship.

It is believed that very considerable changes are about to be made in the transport fleet, several of them being transferred to other ports and others being taken from this service and turned over to the merchant marine.

Regarding the Leviathan, however, it is said, unofficially, that her next trip will be her last as a troopship. She will then, according to the report, be turned over to the builders for refitting, after which she will go into the merchant service.

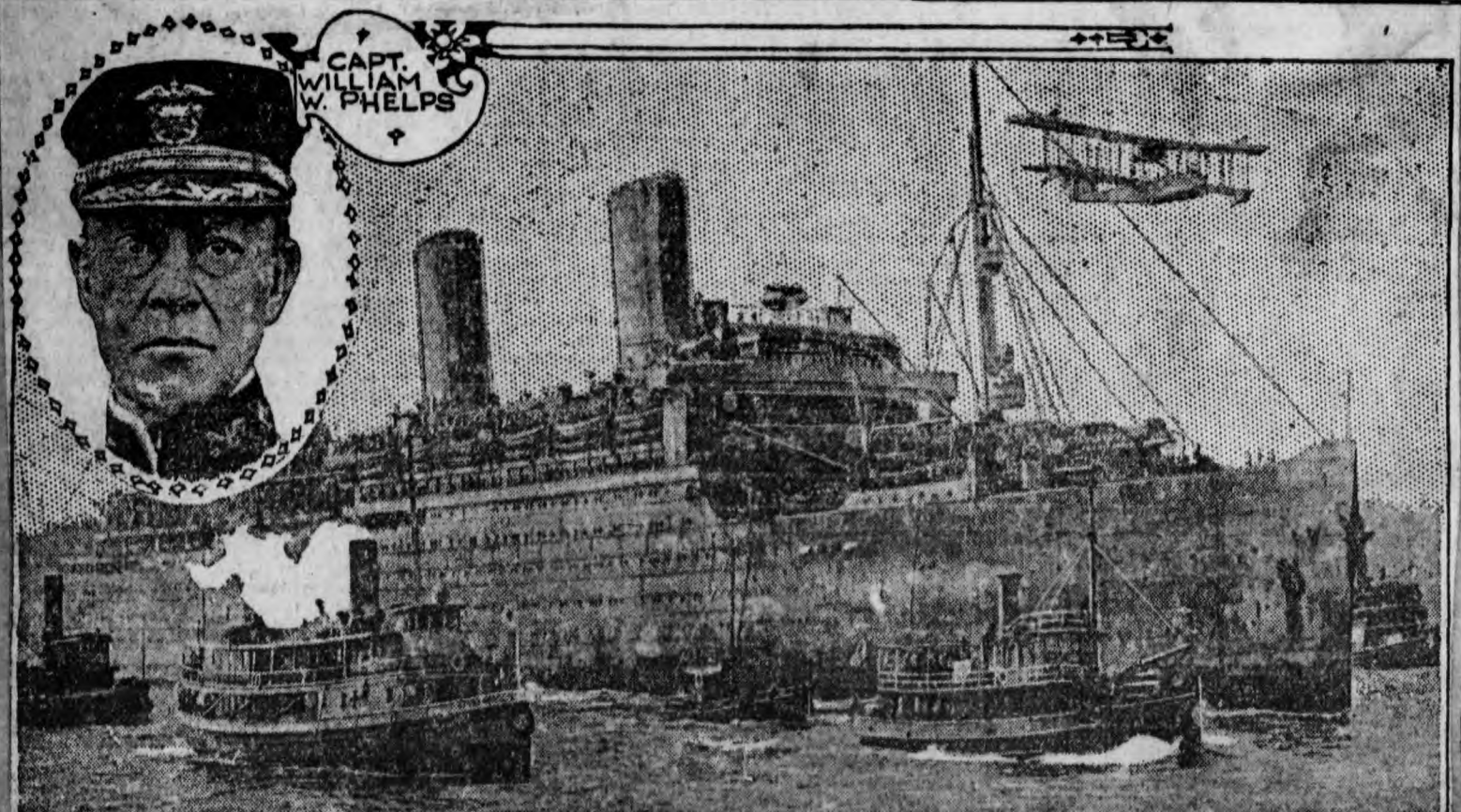
It is an established fact that, as the troops will soon have been repatriated, many changes will be made both in the transport service and also at the Army Piers. Just what these changes will be, however, is a matter of conjecture.

SIX SHIPS IN. Six transports arrived here today from France with more than 20,000 officers and men. The transports were the South Bend, Nieuw Amsterdam, Kaiserin Augusta Victoria, Prinz Frederick Wilhelm, Great Northern and Panaman. The Great Northern brought 3,388

amount Squadron; 312th Service Battalion; 15th Cavalry, 317th Machine Gun Battalion and 323d Infantry. AN OPERATION. On June 12 on Private Harold Prebenson, of Somerville, Mass., member of the 317th Machine Gun Battalion, who was on board the Panaman. A private attempted to throw a bottle overboard. It hit a life raft and Prebenson, who was standing nearby, was struck on the left side of the head, driving pieces of the skull into the brain. Lieut. E. K. Geer, senior surgeon, and Lieut. V. M. Mathews, junior surgeon, operated on the private, taking the temple bone out and extracting a number of pieces of bone from the brain. Prebenson will recover.

Wald June 22/19

ARMY TRANSPORT AND HER CAPTAIN, WHO TELLS OF WAR VOYAGES



The U.S.S. LEVIATHAN ARRIVING in New York HARBOR WITH TROOPS

Sold June 22/19

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HANDLING BIGGEST SHIP AFLOAT IN WAR TIME, BY HER CAPTAIN AMERICAN SKILL CHANGED GERMAN LINER VATERLAND INTO TRANSPORT LEVIATHAN

Great Steamer Was in Poor Repair After Three Years of Safe Refuge in New York Harbor, but Navy Engineers Cured Leaky Boilers and Cut Down Coal Consumption, and Capt. Phelps Drove Her Between America and Europe at Record-Breaking Speed—Carried 94,183 Soldiers to France.

The World to-day presents the war history of the Leviathan, from the pen of Capt. William W. Phelps, who captained the famous vessel for five months. This is the first time that there has been printed an authoritative record of the operations of the ship that carried to France only a few thousand fewer men than the total number of our peace-time standing army five years ago.

The article has been passed on by Assistant Secretary of the Navy Franklin D. Roosevelt and Rear Admiral William S. Sims, President of the Naval War College at Newport, R. I., to which Capt. Phelps is now assigned.

By Capt. William W. Phelps, U. S. N.

From the date the Germans began the great war until the United States in April, 1917, recognized by formal declaration that the German people had been making all kinds of foul war on the people of the United States, the Vaterland lay at Pier No. 4, Hoboken, interned, under the surveillance of our Federal Government.

The decision came quickly to convert the Vaterland into a troopship, and she was at first placed under the control of the United States Shipping Board, who initiated structural conversion and overhaul of machinery. This status lasted several weeks, until it was seen best to turn her over to the Navy Department. In July, 1917, she was commissioned as a ship of the navy, Capt. J. W. Oman, U. S. N., commanding. She was commissioned as U. S. S. Vaterland, name changed by Navy Department order later to U. S. S. Leviathan.

Saved From Malicious Damage by Her Captain

The navy found that no malicious damage had been attempted by the Germans. In this connection there is a story which came to the writer first hand and is believed authentic: The Vaterland's German Captain was very proud of the Vaterland; he had been the company's representative inspector on the spot at the shipbuilding yard and had thus seen her born and had helped to raise her. So he loved her, as every old seafaring skipper loves his command.

When he found out that German engineers were receiving orders direct from German Government officials to damage the machinery and boilers of the German interned shipping, the Vaterland's Captain forbade his engineers to damage the ship's machinery, saying that he held himself responsible to the owners for his ship's condition, and that he would recognize only the owners' orders to damage the owners' property. Subsequently he was surprisingly free in his willingness to tell the United States Navy supervising engineer, when questioned, everything he knew.

But the Vaterland's German engineers made away with all the blueprints, all the machinery and hull drawings, and this created an enormous difficulty for the U. S. N. engineers and constructors in their work of overhaul and testing out.

Years of Idleness Left Ship in Bad Shape

During the three years she lay idle at Hoboken, mud silted under and around her bottom. Deterioration due to idleness, neglect and absence of upkeep was serious and widespread. The two gigantic low pressure ahead turbine rotors were found to require entire reblading. Our naval engineers when they took charge found the machinery apart and the parts well scattered. Every length of piping, every piece of machinery had to be disassembled, inspected and then assembled and tested.

The gyro compasses, for example, of a German design with which our navy engineers were entirely unfamiliar, had to be broken down and studied, element by element, and their particular wires traced out and tested. Similarly, all the electric wiring of the ship required tracing and testing out. During this overhaul a number of insignificant fires originated, due to broken down insulation.

Our officers and men were not only unfamiliar with the ship, but the men, notwithstanding their hearts of gold, were in large proportion raw recruits, not yet disciplined to United States Navy organization and routine. But throughout all the overhaul they all worked tirelessly and worked overtime. Passenger staterooms on the E and F decks were ripped out to provide troop accommodations. Eight fine six-inch guns were mounted and magazines built in for powder charges and shell.

Could Feed 10,000 Men in 90 Minutes

The ship's storerooms and cold storage rooms were ample for all the beings that could be crowded into the ship, and the first and second class kitchens were easily adapted, with the addition of the necessary steamers, coppers and bake ovens, to the utmost troop capacity of the ship; so that when the cafeteria system got to working 10,000 troops could be fed in an hour and a half.

In connection with transforming the ship from express passenger steamer to troop ship an interesting story is told: When she arrived at Hoboken on her maiden voyage the Hamburg-American Steamship Company gave, of course, a spread to celebrate. An American naval officer found himself seated at the collation next to a Teuton. A German made a speech eulogizing the ship and (of course) extolling the greatness of Germany's commercial outlook. The Teuton said to the American officer in an aside, "And the best thing about her is her ability to carry 10,000 troops."

How little did the Teuton think that three years hence she would be carrying the 10,000 troops, but 10,000 American boys who were destined to help drive these same Teutons back to the east bank of the Rhine.

Not Easily Changed to a Transport

But there was no evidence anywhere in the Vaterland that, in her design or building, special adaptations or fittings were provided with a view to any abnormally rapid transformation from the passenger carrying steamer into the troop transport. No stateroom bulkheads were fitted so as to be removed in any other way than by great labor and ruthless destruction. No magazines for powder and shell and no ammunition hoists were built in. No gun emplacements were fitted and structurally strengthened. All of these things we had to do.

It was apparent that in the estimates of the German Admiralty she was only a potential trooper. As a transport for a sudden descent upon the English coast she was out of the question. Her size was prohibitive, so long as the command of the North Sea was in dispute. In such a suddenly executed expedition a vast number of small fry would be required, both because they could be disembarked closer to shore and more rapidly, and also on the principle that it would have been fatal to concentrate all the eggs into the one big basket. She could only serve as an overseas trooper.

As a German overseas trooper what would be the probable destinations? The Suez Canal, the coast of Morocco, a base in the region of the Caribbean Sea, the southern provinces of Brazil? At this point of the speculation upon her probable use as a German transport it is necessary to examine into her fuel supply and her radius of operation. As designed, she was originally provided with a bunker capacity in the neighborhood of 6,500 tons of coal. Subsequently this was increased to 8,750 tons.

Designed for the Atlantic

It is not known positively at what stage of her construction she was given the increase of fuel capacity. But if her primary allowance was 6,500, it is evident that she never was intended to have any other destination than the North Atlantic Coast of the United States, for under German operation she burnt upward of 1,100 tons of coal a day at her ocean speeds.

If her bunker capacity of 8,750 tons was originally designed, it is altogether possible that, in her design, the German Admiralty had in view her future use as a trooper in an expedition destined for the north coast of

South America, intended to attack the Panama Canal. Or in an expedition destined to occupy the southern provinces of Brazil, having first seized a coaling base in the Cape Verdes en route. At the moderate speed of seventeen or eighteen knots, 8,750 tons of coal will allow the Leviathan ample margin for either of these passages.

Threats of Oversea Raidings

That these alternative expeditions were very plausible we have abundant proof in the writing, sayings and threats of the late Hohenzollern crowd. With the Vaterland's bunker capacity of 8,750 tons she would have been capable also of joining in an expedition from the North Sea direct either to the Suez Canal or to the southern limits of the coast of Morocco; but the first would presuppose the defeat of the British Fleet, and the second would be based on a neutral Britain and the defeat of the French Fleet.

The Vaterland and her sister ship, the Imperator, together could have transported almost a German Infantry division. This detachment would have had to be lightly equipped, but it would have been sufficiently provided for to effect an immediate seizure of a coast base or an island base.

It took our navy from July to November to prepare the Leviathan for transport duty, but that time was demanded primarily by the extent of the machinery overhaul. With machinery in order, as when the Germans operated her, in three weeks they could have adapted her for carrying troops. In Germany this could have been done on the Vaterland and Imperator in complete secrecy, troops could have been embarked under strict censorship and both ships could have been near or on the north coast of South America by the time Germany could have picked a quarrel with the United States.

Dock Test a Difficult Problem

From July to November the work of fitting the Leviathan proceeded with accelerating speed as her ship's company of officers and men filled up. In early November she was ready for her dock trial. Here was a problem. A ship of ordinary size could have conducted her dock trial at the Hoboken pier. But the Leviathan's horse power would have parted all moorings, besides kicking out a screw wake that would have been a serious menace to shipping in the Hudson River. And yet it was essential to try out each and every element of the machinery.

Lieut. Commander V. V. Woodward, Naval Academy Class of 1907, the youthful chief engineer of the Leviathan, solved the problem. He disconnected the tail shafts. By using but four of the forty-six boilers at a time he got his required turbine revolutions, tested out all boilers, all feed pumps and every other element of the machinery while his four propellers lay idle. Everything was tested but the thrust bearings.

The trials were highly successful, and in November the Leviathan put to sea—"destination unknown"—bound for a trial run to Guantanamo Bay. Arriving off Guantanamo Bay the ship was obliged to be anchored outside the bar on account of her draught. Here it was discovered that her principal anchor was lacking in holding power, both because too light, being about 70 per cent. of the weight it should have, and because of deficient holding area.

Anchor Should Weigh More Than 15 Tons

When it is considered that this anchor weighs 24,000 pounds it can be appreciated what a bulk of an anchor the Leviathan really should have—about 31,000 pounds. Incidentally it may be said that we looked into the proposition of giving her an anchor of correct weight, and the Navy Department Bureau of Construction and Repair was prepared to begin forging this gigantic anchor of a weight never before attempted in the United States, but it was found that the Leviathan's anchor hoisting engine and gearing, massive and powerful as it is, would probably labor under the work of weighing, so it was decided not to go ahead with the heavier anchor. The ship, in anchoring, now is required to be prepared to lie to two anchors. Two anchors will hold her about anywhere.

When the ship returned from this trial run to Guantanamo Bay she was ready for troops, and in December, 1917, she made her first voyage and was routed to Liverpool. At that time two terminals were open to choice, Southampton and Liverpool. Southampton would have required the ship to expose herself in the English Channel. Liverpool, approached through the Irish Channel, was the more desirable terminal, both because the enemy submarine activity was perhaps not so great as in the English Channel and because Liverpool possessed the only dry dock in the world—outside of enemy territory—the approaches to which were deep enough for the Leviathan.

Leviathan Went to Liverpool

This dock is the magnificent Gladstone graving dock, owned and operated by the Mersey Dock and Harbor Board. So it was that the Leviathan was routed to Liverpool. After having lain at Hoboken three years her bottom was so foul as to cut down her speed and it was imperative to dock her. Our own big dry dock at Balboa, at the Pacific end of the Panama Canal, natural-

is was at Brest, throught it was the Panama Canal prison, and not be counted on for a grain, except than thirty-five feet, and as the Leviathan requires forty-three feet, Brest could not be approached from either end. The Leviathan on this maiden voyage as a United States Navy troop transport showed that there were some radical changes that could be profitably made in boilers and machinery, and her speed was somewhat disappointingly low on account of inferior German methods in several particulars.

Lieut. Commander Woodward soon diagnosed the troubles and as quickly as possible made changes that resulted in greater economy; for whereas the old German log showed that the ship would burn 1,100 tons of coal per day on her ocean voyages under German installation and operation, Commander Woodward's alterations and operations reduced this consumption to about 900 tons for equal speed.

Boiler Defects Were Cured

Furthermore, whereas according to German methods the Vaterland would arrive in Hoboken with many leaking boiler tubes requiring an army of boilermakers on each arrival, Commander Woodward's study of the causes of the leaking tubes led him to find that the boilers' interior piping was so disposed as to cause unequal expansion of the boiler structure.

Commander Woodward changed the disposition of the boilers' interior piping, with the result that, up to the signing of the armistice, in nine voyages of the Leviathan there was never a leaky tube in any one of all the forty-six boilers; and during all these months, excepting to repair outside lagging and to renew furnace doors, no outside labor was required in the maintenance and upkeep of the ship's installation of forty-six boilers.

Commander Woodward discovered another German blunder in the lead of piping having to do with the air pump connections. By a simple alteration in the lead of this piping, costing a trifling sum, Commander Woodward increased his condenser vacuum by three-quarters of an inch and thereby effected a further material daily saving of fuel.

While on the subject of the Leviathan machinery department, particular mention should be made of the high degree of efficiency in operation that has resulted from this youthful chief engineer's organization of his eleven officers and 900 men. Every principle of scientific management has found application. To observe the steaming watch, for example, firing the boilers, impresses one not only as to the splendid type of young American manhood in the Leviathan's engineering department but also as to the high state of their discipline.

The steaming watch to a man has only to obey signals. The boilers are fired and draughts and feed are controlled by the engineer on the operating platform setting automatic signals. The firing particularly is so uniform that one in the bridge is sensible of the regular intervals at which the outpouring volume of funnel smoke indicate that charges of coal are being thrown on the grate bars.

The dry docking of the Leviathan in the Gladstone Dock at Liverpool was a unique achievement. It was done by the British under the supervision of Naval Constructor Minuse of the United States Naval Reserve Force. Mr. Minuse was one of the thousands of patriotic technical men who gave everything they could give. Here was a case of the biggest ship afloat to be dry docked in the biggest dry dock by experts who not only had never seen the Leviathan's underwater body but who also had to do the job in the absence of the docking plans, which the Germans had made away with.

How the Great Ship Was Docked

The Leviathan was floated in and the gate to the dry dock closed. The ship was accurately centred and rigidly held there. Divers went down and under their direction the water level was lowered until the keel was just about to take on the keel blocks, at which point the water level was maintained. Then laboriously, all under the divers' directions, the bilge blocks were moved in in pairs and the water level lowered little by little as the ship successively took the blocks along the whole length of her keel.

This docking required about ten days. When the ship was taking along the whole length of her keel the divers verified and had readjusted all the bilge blocks, and the dock was then dried out. Docking plans were immediately drawn, so that when we docked again in November, 1918, there did not have to be any departure from standard practice.

The ship made her second voyage, also to Liverpool, in February, 1918. Vice Admiral Gleaves, commanding the Transport Force of the United States Navy, was dissatisfied that so much time was wasted in making the Leviathan's terminal Liverpool. Her huge size restricted her best operation in several ways. For her own salvation, it was necessary in the first place that the Leviathan should cross the Irish Sea, both east bound and west bound, in the dark of the moon—that is, on the new moon spring tides. Thus she must arrive at the Mersey bar at a specified period in a lunar month.

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But the Gladstone Dock approach channel from the Mersey River did not always carry deep enough water at the new moon springs to float the Leviathan. That made a two weeks' lay at Liverpool necessary to await the full moon high water, because the Leviathan had to use the Gladstone Dock as a wet basin in which to coal for the west bound voyage. Then, when coaled for the homeward voyage, she would draw too much water to leave the Gladstone Dock on the new moon high water. Then a further delay awaiting the full moon high water. Then another layover to await the dark of the moon for the homeward dash through the Irish Sea.

Altogether it was clear to Vice Admiral Gleaves that he would never get the maximum operation out of the Leviathan until she ran to Brest, where the channels are amply deep at all stages of the moon. So on the second visit of the Leviathan to Liverpool Capt. H. F. Bryan, then commanding, went to Brest to report upon the situation as to a terminal. It was decided to make the change, and Capt. Bryan made arrangements.

Capt. Loizeau of the French Navy, Captain of the Port of Brest, specified a gigantic mooring buoy for the Leviathan and laid down nine anchors and 300 fathoms of chain in three legs, in all 180 tons, and Brest was ready to receive the Leviathan. Accordingly, she made Brest on her third voyage, and, turning around in three days, met Vice Admiral Gleaves' intentions. Her operating efficiency was henceforth a little more than doubled.

Made Better Time Each Trip

From this third voyage on her operation was fast and continuous. The big machine was running smoother every voyage. On her fifth voyage Vice Admiral Wilson turned her around in Brest in two days. This was made possible only by the splendid work of the United States Army stevedore organizations in Brest. The Leviathan would require to bunker in 4,200 tons of coal in Brest, and all of it had to be put in her bunkers by hand baskets from antiquated lighters and barges that would make the coal handling corporations about New York weep and tear their hair.

And just here must go on record a tribute to the Leviathan's ship's company, officers and men. Voyage after voyage, those splendid boys would make Brest. Eastward the last two days approaching the coast of France through the sub-zone they would keep watch, and watch, intensely keyed up and alert, for the despised sub. Arriving in Brest, there was no relaxation, but instantly, in three watches, they turned to coaling ship, working continuously day and night until the job was finished.

In all but two voyages the Leviathan proceeded singly. She was too fast for any ocean escort. On two voyages—on the seventh and eighth voyages—she was escorted by the fast small transports Great Northern and Northern Pacific. These two ships, in behavior and capabilities like two big destroyers, served to protect the Leviathan's flanks. It was a sound, tactical measure, and could operate in smooth summer seas to great advantage in the season that the enemy subs were able to show their greatest deep sea activity.

In the ten voyages the Leviathan made before the armistice only two enemy periscopes were seen. The first occurred in the Irish Sea on her very first voyage at a time when the destroyer escort was around her. The destroyers bombed this fellow so well that he never was anything else than an apparition. On her fifth voyage, just entering Brest in May, 1918, an

enemy sub miscalculated and showed her periscope well on the Leviathan's quarter. The Leviathan's after guns handled this situation, and this periscope was not again seen. At this time also the Leviathan was under destroyer escort.

The Destroyers Did Splendid Service

No story of a transport can be complete without doing justice to our destroyers. The country knows with what readiness they got on the job on the other side. Under Vice Admiral Sims their escort tactics, handling and operation were brought to a high degree of efficiency. Transport officers and men and the troops will never forget the feelings of relief that uplifted us when we would make out the destroyers' smokes at about the appointed time and place. And in an incredibly short time two, three, four, five, six destroyers would appear clustered about us, each in her appointed position, as if from out of the sea.

When we were obliged to drive into the easterly seas, which were never so heavy as the westerly seas, the conditions on board the destroyers were uncomfortable without being exciting. The little boats would rear and plunge, would pound and flood themselves until it was apparent that every one on the bridges was drenched.

At such times it would be necessary to slow down the convoy, for it has been known that destroyers in such conditions have pounded their seams open and sprung leaks. The strength and sturdiness of our destroyers and their proved ability to fight the winter seas of the North Atlantic is a tribute to the Navy Department bureaus that designed their hull and machinery.

The Interior Operation of the Ship

The ship's company of the Leviathan numbered sixty-two officers and 2,020 men. There were times when we had eighty officers on board, the difference being under training. Of the crew, the Leviathan, like all other ships, was transferring 10 per cent. of her men quarterly for new commissions, which were expanding the navy. This crew was in excess of the merchant ship complement; and the question sometimes arises why the navy-operated transports required more men than merchant marine-operated ships. Among the reasons are the following:

Leaves of absence and furloughs to the men, younger men not mariners by trade; naval organization, routine and duties; the clerical work done on board ship as compared with the clerical work of merchant ships being done on shore at the company's office, the crew is employed in coaling the ship and trimming the bunkers when abroad as compared with no such duty falling to the merchant sailor, the crew undertakes a large part of machinery and boiler overhaul as compared with shore gangs doing similar work for merchant ships.

Our system for embarking and disembarking 10,000 troops was necessarily worked out in such great detail that we could embark our quota in six hours. Every trooper received his billet ticket as he stepped aboard, on which he found all his stations. Immediately the army organized their guard, messing, police and sanitary details, and this machinery set all in smooth running order. The formation and routing of the troops for messing had to be so carefully worked out that, as remarked before, 10,000 troops could be fed in an hour and a half.

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The lines concentrated at a wide stairway at one end of the mess hall. The troops came downstairs six abreast. Thence they spread out twelve abreast and passed twelve serving stations. Thence to stand-up mess tables in the hall which would stand 2,000 men feeding. Any man for his "seconds" could return to the lines and again help himself.

After feeding (and the clean plate rule was enforced) troops proceeded to six mess kit washing stations. At each station there was a receptacle of boiling salt water heavily charged with soap powder. They cleaned the mess gear. An adjoining receptacle with boiling clear salt water rinsed off the gear and incidentally so heated the mess gear that the gear quickly dried by evaporation, not requiring any towelling.

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During the war, going eastward, the troops were under some necessary restraints, all of which were required as precautions. Very frequent abandon ship formations were held, until when the troops came to be expert in quickly getting to their stations, these became less and less frequent. They were recalled to their bunks at sunset and stowed in good order for the night, otherwise some would have persisted in showing lights and smoking in the open decks; and, furthermore, if men are permitted to remain off their stations in darkness, they cannot be formed in order in an emergency, for they would not themselves in darkness know how to reach their own formations.

Wore Life Jackets Day and Night

For the last thirty-six hours eastward on the coast of France all were forbidden to remove any clothing, but were required to keep warmly clad and were obliged night and day to wear the life jacket. The same applied to the homeward bound wounded for the first two days out of Brest. One of the lasting impressions given comes from these wounded boys. Instances will never be forgotten, how the hopelessly maimed and paralyzed lay for forty-eight hours in clothing and life belt patiently, cheerfully, smilingly enduring a discomfort we well and sound people chafed under. In inspecting the ship one would always meet smiles from these men and see their faces radiating some holy and sublime light. There seemed to be the glory and pride of sacrifice permeating the sick bay. One felt small and futile in the midst of such an elevating atmosphere.

On account of the Leviathan's great draft—forty-one feet ten inches when loaded—she is restricted to navigate the Ambrose Channel at the high water. The time for passing through the Ambrose Channel must be joined up with the necessity for docking or undocking at Hoboken on the slack of the tide, for no amount of tugs can dock the Leviathan when the current is running in the North River.

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If, after the war she and the Imperator are to continue under our flag, they are the best arguments for deepening the channels to all our naval dry docks.

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151 Obs Aug 13/19

World June 22/19

LEVIATHAN ON LAST TRIP AS TRANSPORT

Starting on her last trip as a transport, the giant liner Leviathan left Hoboken this morning with thirty-one passengers. She will return from Brest early in September with a greater part of the First Division, and it is rumored, will have General John J. Pershing as a passenger on the return voyage.

On her return from Brest, the Leviathan will be turned over by the Navy Department to the U. S. Shipping Board.

The German liner Imperator also will make one more trip as a transport, leaving in a few days. On the completion of her last trip as a troop carrier the Imperator will be turned over to the British Government, under the loss-of-tonnage pact in the Peace agreement.

FACTS ABOUT THE GREATEST SHIP AND HER AID IN BEATING GERMANY

Number of troops carried by the Leviathan to France up to the signing of the armistice:

Voyage 1.....Troops 7,251	Voyage 7.....Troops 10,887
Voyage 2.....Troops 8,243	Voyage 8.....Troops 10,843
Voyage 3.....Troops 2,909	Voyage 9.....Troops 9,220
Voyage 4.....Troops 10,576	Voyage 10.....Troops 7,569
Voyage 5.....Troops 10,380	
Voyage 6.....Troops 10,530	Total 44,182

Ship carried more than three and one-half divisions.

Mastheads tower 230 feet above the sea.

She can never go up the East River to the New York Navy Yard because her funnels, 140 feet high, would not pass under the Brooklyn Bridge.

Placed in Fifth Avenue, she would close 42d, 43d, 44th and 45th Streets to crosstown traffic.

Four times around her promenade deck is a mile.

On June 13 the Leviathan brought 14,300 persons from France, breaking her own record.

Obs Nov 11/19

Sun Sept 20/19 Jersey Journal Aug 20/19

Leviathan To Become An Oil Burning Ship

Work Likely to Start at Once—The Mauretania Also to Be Similarly Converted—Shipping Board to Change Many Other Vessels.

As stated in the Hudson Observer last week, many of the big steamship companies, in order to avoid any future trouble with coal, have made plans for the conversion of their vessels into oil burners. It was learned in Hoboken this morning, unofficially, that the Leviathan is to be converted by the U. S. Government.

It is not yet known where the work of converting the Leviathan will be carried out, but it appears to be established on good authority that it will be started almost immediately. It was also stated that another of the world's largest vessels, the Mauretania, of the Cunard Line, will be similarly converted.

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It was also stated that the Shipping Board has established a chain of oil stations around the globe, so that American craft may obtain fuel anywhere. Oil can be stored in double bottoms, leaving the more cargo space. Stokers and others of the crew are eliminated.

LEVIATHAN.

Not a Whale, Maybe, but a Fresh Water Serpent.

TO THE EDITOR OF THE SUN—Sir: To the average mind the word leviathan suggests something big, huge, colossal. It denotes something great. To tell what the animal is the name stands for is not so easy. It is much easier to tell what it is not than what it is. The Biblical concordance I have says that the word leviathan means "that which winds around." In most of the places where this word occurs it evidently points to the crocodile, one of the great lizards. This reptile is to be found in fresh water. It was once common in Egypt, and possibly was not rare in some parts of Palestine.

It has become almost extinct in the Holy Land, but Tristram mentions a specimen which he took near Samaria quite recently historically.

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ARINGTON H. CARMAN.
PATCHOGUE, September 19.

LEVIATHAN AND IMPERATOR.

Editor Jersey Journal:

Will you be kind enough to settle an argument between L. and J.?

Which ship carries the most tonnage, the Leviathan or the Imperator? L. says the Leviathan; J. says the Imperator.

Sincerely yours,
L. and J.

Jersey City, Aug. 18, 1919.

The Leviathan.—Ed.

Herald Aug 20/19

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Jersey Journal Oct 10/19

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G. V. T.—The Leviathan is 950 feet long, 100 feet wide, displaces 65,000 tons and is driven by quadruple screws at a speed in excess of 24 knots an hour.

The Great Eastern was 692 feet long and 80 feet wide. The displacement was 27,000 tons and the speed under paddle, screw and sail was from 13 to 14 knots an hour.—Ed.

15/ Obs aug 13/19

Wald June 22/19

LEVIATHAN ON LAST TRIP AS TRANSPORT

Starting on her last trip as a transport, the giant liner Leviathan left Hoboken this morning with thirty-one passengers. She will return from Brest early in September with a greater part of the First Division, and it is rumored, will have General John J. Pershing as a passenger on the return voyage.

On her return from Brest, the Leviathan will be turned over by the Navy Department to the U. S. Shipping Board.

The German liner Imperator also will make one more trip as a transport, leaving in a few days. On the completion of her last trip as a troop carrier the Imperator will be turned over to the British Government, under the loss-of-tonnage pact in the Peace agreement.

FACTS ABOUT THE GREATEST SHIP AND HER AID IN BEATING GERMANY

Number of troops carried by the Leviathan to France up to the signing of the armistice:

Voyage 1.....Troops	7,251	Voyage 7.....Troops	14,867
Voyage 2.....Troops	8,242	Voyage 8.....Troops	10,548
Voyage 3.....Troops	2,900	Voyage 9.....Troops	9,320
Voyage 4.....Troops	10,576	Voyage 10.....Troops	7,569
Voyage 5.....Troops	10,330		
Voyage 6.....Troops	10,530	Total	84,182

Ship carried more than three and one-half divisions.

Mastheads tower 230 feet above the sea.

She can never go up the East River to the New York Navy Yard because her funnels, 140 feet high, would not pass under the Brooklyn Bridge.

Placed in Fifth Avenue, she would close 42d, 43d, 44th and 45th Streets to crosstown traffic.

Four times around her promenade deck is a mile.

On June 13 the Leviathan brought 14,300 persons from France, breaking her own record.

Obs Nov 11/19

Sun Sept 20/19 Jersey Journal
Aug 20/19

Leviathan To Become An Oil Burning Ship

Work Likely to Start at Once—The Mauretania Also
to Be Similarly Converted—Shipping Board
to Change Many Other Vessels.

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Herald Nov 15/19 152

Cbs Nov 15/19

HOW THE LEVIATHAN ESCAPED DISASTER IS NOW REVEALED

Engineer Says Vessel Once
Backed Across Hudson and
Stuck in Mud.

Before the Society of Naval Architects and Marine Engineers yesterday, Ernest H. B. Anderson, of the Parsons Steam Turbine Company, received an unexpected tribute of praise for his patriotic and energetic work in putting the great Leviathan into sea condition when that vessel was taken over from the Germans by the United States government.

Incidentally it was declared that a great deal of the damage that had been done to the enormous vessel, the largest afloat, had been not the result of German maliciousness, but of German ignorance.

After finishing his address Mr. Anderson, in an inflamed talk to men who gathered about him to offer their congratulations, revealed an incident in which the Leviathan narrowly escaped disaster to herself and other vessels in the Hudson. He told of the day the Leviathan pulled out of her Hoboken berth in November, 1917, with her engines propelling astern.

"The vessel backed clear across the river," he said, "and whatever was the cause, nobody to this day knows, but it was impossible to stop her engines. She kept going until she was stopped by the mud in a slip between two wharves on the Manhattan shore. It was a miracle that she happened to run clear of the two piers on the New York side, or there would have been a terrific smash.

"As it was a lighter or two and another small craft were splintered up and a couple of men were killed."

The praise for Mr. Anderson came after he had finished reading his paper, "The Propelling Machinery of the U. S. S. Leviathan." He is a British subject and volunteered his services to the United States government to put the Leviathan in proper condition. His paper, relating the construction of the giant vessel and detailing the damages that had been found when the work of repair was undertaken, said the Leviathan, or Vaterland, as she was then called, had made one round trip between Hamburg and New York and had completed the outward run of her second voyage when the war broke out. He said the Leviathan was largely the result of observation and study by the Germans of such ships as the Lusitania, the Mauretania and the Olympic.

Commends American Captain.

After explaining the multitudinous details of the machinery he declared he considered the successful completion of the overhaul and repair work due largely to the splendid organization of Captain Earl P. Jessop, of the United States Navy.

"William H. Mackay, marine engineer," he said, "was appointed chief engineer when the vessel was first taken over by the United States and under his direction,

within a short time, steam was raised on two boilers, a turbo-generator was put in commission and very soon the engine rooms began to look and feel normal, and not have the appearance of cold, damp tombs. Mr. Mackay personally superintended the opening out of all the machinery, and we had to act cautiously in making the preliminary internal examinations, for no one ever felt quite sure that we would not run into some form of booby trap.

"The brunt of the actual repair work was borne by mechanics from the New York Navy Yard and words will never explain just what great work these men carried out. Strikes occurred from time to time, but during the entire overhaul the Navy Yard men stuck to their jobs."

Mr. Anderson's recital was modest and Mr. Mackay, who was present, rose and said that Mr. Anderson had played a heroic and patriotic part in putting the ship in condition. He told how it required seven days to ventilate the ship. He said the lighting system was out of commission and no maps or charts could be found to guide Mr. Anderson and his men to the location of the intricate machinery and pipe system. He also said the vessel was twenty-seven feet in the mud.

Groping in the Dark.

Mr. Mackay then related phases of the work which Mr. Anderson had omitted. He said that in three months and twelve days after starting the work Mr. Anderson had steam up.

"We were opening and closing doors and we did not know what minute, while groping in the dark with searchlights, something was going to happen to us," he said. "One day Mr. Anderson disappeared for five hours. I searched for him for an hour and I finally found him at half-past six o'clock at night in the bilge of the ship searching for piping."

Mr. Mackay told how the German chief engineer of the Vaterland, as he stepped ashore with his maps and plans and diagrams of machinery, boastfully exclaimed:—

"You will never run her."

He said this not maliciously, but indicated the truth of the chief engineer's inability to repair damage which had been done through the German's ignorance.

Mr. Anderson was then asked how the damage to the machinery had been done.

"It was frictional heat generated by distortion and not deliberate," he replied.

Found Chisel in Turbine.

Then he described how the Germans had made futile attempts to repair the great Parsons turbines by making as many as sixteen passageways through the housing to reach the blades. In one of these passageways was found an eighteen inch chisel imbedded in one of the blades. Mr. Anderson scouted the idea that this had been done maliciously, but rather that some German workman had abandoned his job in disgust.

Rear Admiral W. L. Capps, who presided, asked if the damage was the result of faulty installation or faulty operation, to which Mr. Anderson replied:—

"I should say faulty personnel. I am confident that the engineers of the steamship were in very serious trouble with their engines before the ship was laid up at Hoboken."

Rear Admiral Capps closed the discussion of this phase with an inspiring talk on the tremendous moral influence on the erstwhile Central Powers the recommissioning of the Leviathan had.

Professor William Hovgaard gave an interesting talk on the buoyancy and stability of troops transports used on the Atlantic during the war. The problem of safety became one of much greater importance than ordinarily in passenger ships because the number of troops transported was generally from two to ten times that of passengers carried on board the same vessels in peace time.

He inclined to the belief that there is greater danger in the longitudinal bulkhead and side bunkers than in the transverse.

CHIEF ENGINEER MACKAY ADMITS THAT LEVIATHAN ENGINES WERE DAMAGED

Man Who Made Denial of
Hudson Observer Story
Now Tells Another Tale—
Asserts That Ruin Was
Due to German Inability to
Care for Big Craft, and
Not to Deliberate Effort to
Render Her Useless—He
Says Plans Were Taken
by Teutons.

HAD THREATENED TO ARREST REPORTER

Admission that the engines of the U. S. S. Leviathan, formerly the Vaterland, of the Hamburg-American Steamship Line, were badly damaged and that the plans and blue prints of the engines were taken away by the Germans before they left the vessel was made yesterday by William H. Mackay, chief engineer in charge of the vessel after she had been taken over by the United States.

Interest is added to this statement owing to the fact that the Hudson Observer, within a month of the vessel being taken over by the United States Government and placed in charge of Mackay, published a statement to the effect that the engines were out of gear and that the plans had been taken away by the German officers, who were confident that it would not be possible to repair the vessel.

The day following the publication of these statements in the Hudson Observer, the reporter who wrote the story was called before Mackay on board the Leviathan and threatened with arrest and confinement on

Ellis Island for having published the statements. He was put through a lengthy cross-examination before a stenographer, subjected to much personal questioning and detained on board the vessel for a considerable time without being permitted to communicate with his paper.

In his turn, the reporter questioned Mackay and asked him point blank if it was not a fact about the conditions of the engines and that the plans had been smuggled off the vessel. To both of these questions Mackay gave a categorical denial, but these questions and answers were not recorded by the stenographer.

Yesterday at a general meeting of the Society of Naval Architects and Marine Engineers at 29 West Thirty-ninth street, New York, Mackay stated that he found the engines of the vessel in very bad shape, but added that this was not due to wilful damage on the part of the Germans, but was owing to the state of disrepair into which the Germans had allowed the engines to drift.

The retiring Germans, Mr. Mackay said, left the vessels shut up and in darkness and took with them the plans of its construction which would have facilitated the work of repair.

"You will never run her," the German chief engineer declared as he stalked down the gang-plank with the ship's plans concealed on him, but this remark, Mr. Mackay asserted, was not a boast of damage wrought deliberately but an admission that repairs to the Vaterland's engines were a task German engineers had been unable to cope with.

It took seven days, Mr. Mackay said, to ventilate the ship so that the exploration of its deepest and darkest passages would be possible, but in three months and twelve days the basic trouble had been located and remedied to such an extent that it was possible to keep steam up.

"We didn't know what minute, while groping in the dark with the aid of searchlights, something was going to happen to us. One day, Anderson disappeared for five hours. After searching for him for another hour I found him at 6:30 p. m. in the bilge of the ship, hunting for a certain bit of piping."

Ernest H. B. Anderson was the man who directed the repairs. He is an Englishman who offered his assistance to the United States Government.

LEVIATHAN RUIN DUE TO STUPIDITY, NOT HUN MALICE

Engineer Also Tells How Big
Ship Narrowly Escaped
Disaster.

German stupidity rather than German malice was responsible for the condition of the giant liner Vaterland when it was taken over by the United States in April, 1917, according to Ernest H. B. Anderson, who directed the repairs. Mr. Anderson made the statement in a paper entitled "The Propelling Machinery of the United States Steamship Leviathan," which he read yesterday at the general meeting of the Society of Naval Architects and Marine Engineers at 29

West Thirty-ninth Street, Manhattan. The damage to the massive and intricate machinery of the liner, Mr. Anderson declared, was, in his opinion, which was based upon seven months' intimate contact with that machinery, not deliberate or intentional, but was due to "frictional heat, generated by distortion." His opinion that the German engineers had allowed their engines to deteriorate and didn't know how to fix them was that expressed also at the meeting by William H. Mackay, who was made chief engineer of the Leviathan when the vessel was seized, and assisted in the repairs.

Rear Admiral William L. Capps, who presided, asked Mr. Anderson if faulty installation and operation of the vessel's engines had caused the damage.

"I should say faulty personnel," replied Mr. Anderson. "I am confident now, as I was then, that the engineers of the Vaterland were in very serious trouble with their engines before the ship was laid up at Hoboken."

The Vaterland was on its second voyage to New York, Mr. Anderson pointed out, when war overtook it at Hoboken. Instead of "finding itself" under the affectionate and intelligent guidance of its engineers, he thought the Vaterland in its trip and a half had jolted and twisted its engines under the heedless eyes of their guardians until the vessel was on the brink of disaster.

After finishing his address Mr. Anderson, in an informal talk, revealed an incident in which the Leviathan narrowly escaped disaster to herself and other vessels in the Hudson. He told of the day the Leviathan pulled out of her Hoboken berth in November, 1917, with her engines propelling astern.

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Jersey Journal
Nov 15/19

153 N. Y. Post Apr 5/20 Dispatch Feb 6/20

How 90,000 Troops Were Fed by Steward Flowers on the Leviathan

System Which He Evolved and Successfully Carried Out, and Which Became a Standard for Trans- port Service—Navy Cross His Reward

(Special Correspondence of The Evening Post.)

WASHINGTON, April 3.—Frank Flowers, chief commissary steward of the Leviathan in the war, got away with the world's ocean-going feeding record, 9,000 hungry Yanks a meal in ninety minutes average time—Yanks discriminating and resourceful enough to double back in the mess lines Christmas Eve on the monster's maiden transport voyage and consume no less than 15,000 rations of Leviathan's apple.

For his success in training an inexperienced personnel, refitting the galleys, and putting into effect a system of feeding the troops which came to be adopted as a standard for the whole transport service, his commanding officer recommended Flowers for a "letter of commendation." On account of his age—he had served nineteen years in the navy before the war—he could not be commissioned, but throughout the entire operation of the ship Commander Staton pointed out, "He has done the duty and had the responsibility of a commissioned officer." Secretary Daniels saw his chance to reward an enlisted man for efficient work and awarded Flowers a Navy Cross.

In a piece which appeared in this correspondence a few weeks ago about the Sims-Daniels controversy over naval awards it was pointed out that testimony before the Hale Committee developed the fact that the Knight Board was much embarrassed by the terms of the law of awards. In the case of the Navy Cross, the act gave one and the same award for gallantry in action and for efficiency in administration—for "the navy aviator who, crashing to the ground while on a bombing expedition at Bruges, rescued his pilot pinned under the wreckage of the burning plane," and for the "commissary steward on the Leviathan, who so efficiently dished out his slum."

It now appears that Steward Flowers and his friends took that remark as a slur on his record. Members of his American Legion post are descending on this journal and pouring out the scuppers of their wrath upon it. They say that Mr. Flowers did a rattling good job in devising his troop feeding plan. They aver he is far more entitled to recognition than many a swivel-chair staff officer. Very likely they are right. Justice shall be done Mr. Flowers. He shall be piped over the side of this correspondence with an admiral's flourish, and four ruffles of drums for good measure.

When the Vaterland Was Seized

It was about four months after that gray dawn in early April, 1917, when the United States officials seized the Vaterland at her Hoboken pier that Flowers joined her staff. Those were the days when blue-printless plumbers groped around behind her panelling for lost and strayed fresh-water lines (nipping at the lead pipes was a last act of devotion on the part of the departing German crew), and when Leviathan's deck was piled high with wines, rich table linens, china, glass and \$150,000 worth of silverware. The pictures of Bismarck, Lincoln and Roosevelt had been removed, together with much other furnishings.

"The thieves tore out all of our beautiful art and all the fine woodwork, regardless of all feeling," the Württemberg Tageblatt complained, as attested by a clipping found on a dead German at Kemmel Hill. "They hope to be able to accommodate 12,000 or 15,000 troops. This they will never be able to do, not even half that amount."

They did, though. Nine thousand a trip for ten trips, not counting the crew! Flowers's job was to feed them, to feed 10,000 where 5,000 had been fed before, and to do it, sometimes on those early trips, with lawyers for cooks and horseshoers for serving men, and with such added little trifles to make the life of a chief commissary steward pleasant, as the rules that lights must be out one hour before sunset, but that no refuse could be disposed of until one hour after sunset—thus forcing the men detailed for this special job to grope their way about a strange ship in the dark.

How He Evolved His Plan

His task was not to be mastered without thought. He had come aboard in October, when the big guns were being swung into place. On the trial

trip to Cuba in November he had a chance to take stock of the problem—in those anxious days when the valve stem on the differential valve of the port steering engine broke, and Lieut. Woodward, after thirty-six hours of dungaree-clad toil, had that sudden mechanical inspiration which gave the great ship her helm again. While the ship's crew went shark hunting at Guantanamo with a cow's liver and a double-pronged hook, Flowers devised a scheme. On that first trip in December, when twelve tugs nosed the giant out into the Hudson and headed her for Liverpool, he had a chance to try it out. And it worked.

In the after end of the troop mess hall were placed twelve tanks fitted with direct steam jets and capable of holding eight food containers each, for meat, vegetables and coffee. Alongside of each of these food tanks was an auxiliary serving table for bread and desert. Each serving station and table was manned by a detail of four men and a mess sergeant, who drew the food from the galley and served it to the men as they passed by.

Woe to the slacker at the ladies! Discipline was iron bound. One poor inoffending landlubber of a mess sergeant who knew no more about a ship's insides than a cowboy, wandered around with his detail looking for "Washing Station No. 5," to which he had been assigned, and finally wound up at "Serving Station No. 5" instead. For his heinous crime, coupled with the allegation that he didn't handle the job as efficiently as he might have, he was sent to trial by court-martial—not on the instance of Steward Flowers, be it said, who viewed this particular case with charity, and with more common sense than the officer who brought ridicule on the processes of military law by preferring such a charge.

Four Lines of Lockstepped Men

Lockstepped and crowded together in the narrow companionways, the men marched up from their bunks down in the hold in four lines, single file, an officer in the lead; two from forward and two from aft, meeting on E-deck at the grand staircase leading into the troop messhall. Down the staircase they went four abreast, and at its base split into twelve lines and walked past the serving stations to the mess tables, getting their food on the way. When through their meal, they went on to the forward end of the messhall, washed their mess kits in successive tanks of soapy and clear water and returned to their bunk rooms down below by circuitous but well-defined routes. This journey home was made on the dead run, to the accompaniment of much clanking of mess gear, with officers standing in the corridors to keep the men hustling. This may not have been in accordance with the most up-to-date principles of leisure after meals, but it did empty the messhall in quick order for the men still waiting to be fed, and all hands took it in good humor.

Flowers did not bring this system to perfection all in a minute. It took long weeks of tinkering to develop it—of patching up the system here and there down below while troop officers on duty hunted for an occasional A. W. O. L. lost somewhere in the recesses of the giant ship, or, off duty, danced with Red Cross nurses on B-deck by moonlight (war not being always just what it is cracked up to be). Nor was the feeding system by any means the whole of the chief commissary steward's claim to fame. In Leviathan's larder were carried enough provisions to approximate the supply of ten battleships and one supply ship, and at the outset Flowers and his aides had to solve, and did successfully solve, the problem involved in storing and keeping in the space allotted those 2,000,000 pounds of provisions—food enough to subsist 10,000 troops twenty-five days and 1,400 crew 120 days.

"Flowers reported on board the Leviathan on August 15, 1917," said Secretary Daniels in his citation of the chief commissary steward for a Navy Cross. "He had charge of the personnel of the commissary department; in addition, the refitting of the galleys cold storage and working out the system of feeding the troops developed upon him. He inaugurated a system which was adopted as a standard for the entire transport service. His ability, zeal, devotion and experience helped build up an efficient commissary system, which was little changed during the entire war."

H. P. S.

LEVIATHAN OFFER IS \$4,000,000 TO BOARD

Washington, Feb. 5.—The former German-owned vessels held by the Shipping Board, numbering twenty-nine and headed by the Leviathan, will be disposed of with the approval of the President, it was stated today by Chairman Payne. The highest bid so far received, he said, is \$30,000,000 for a lot of the vessels. The sum of \$4,000,000 has been offered for the Leviathan.

LEVIATHAN AND OTHER SHIPS WILL BE SOLD

Thirty former German passenger vessels now under the control of the U. S. Shipping Board including the Leviathan which is now lying at the Hoboken piers, will be sold to American shipowners under the plan proposed by the Shipping Board. President Wilson yesterday approved the sale of the vessels.

It was stated by the chairman of the Shipping Board that it would be specifically and emphatically contracted in the sale that the vessels remain under the American flag. The sale will be conducted next week at Washington.

CONGRESS COMMITTEE VISITS THE LEVIATHAN

The selected Congressional committee which has undertaken an investigation into the United States Shipping Board yesterday, preceding a hearing in New York, paid a visit to Pier 4 and there made an inspection of the Leviathan, formerly the German-owned liner Vaterland.

Constituting the inspection party were: Chairman Walsh, Patrick Kelly, of Michigan; L. H. Hadley, of Washington, and Thomas Connelly, of Texas.

The investigators went through the vessel from bow to stern, and took up some of the important features of costs in its reconditioning.

TWO BIDS RECEIVED TO ALTER LEVIATHAN

One private bid and one naval bid for the refitting of the Leviathan, formerly the Hamburg liner, Vaterland, have been received by the Shipping Board. The Boston Navy Yard makes a bid of \$8,839,000 for the work for which it asks 500 days.

The Todd Shipyards Corporation, owners of the Tietjen and Lang dry docks in Hoboken, have made a bid of \$10,740,000 to do the work in 344 days. An alternate bid of \$9,861,000, if certain changes in specifications are permitted, was made by this firm. The earning capacity of the Leviathan is estimated at between \$300,000 and \$400,000 per month.

Daily News Feb 7/20

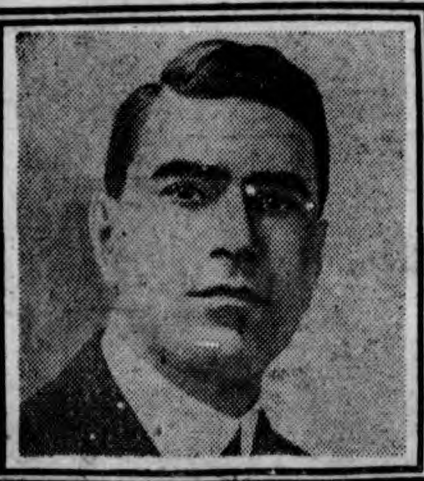
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MUST WE QUIT THE SEA?

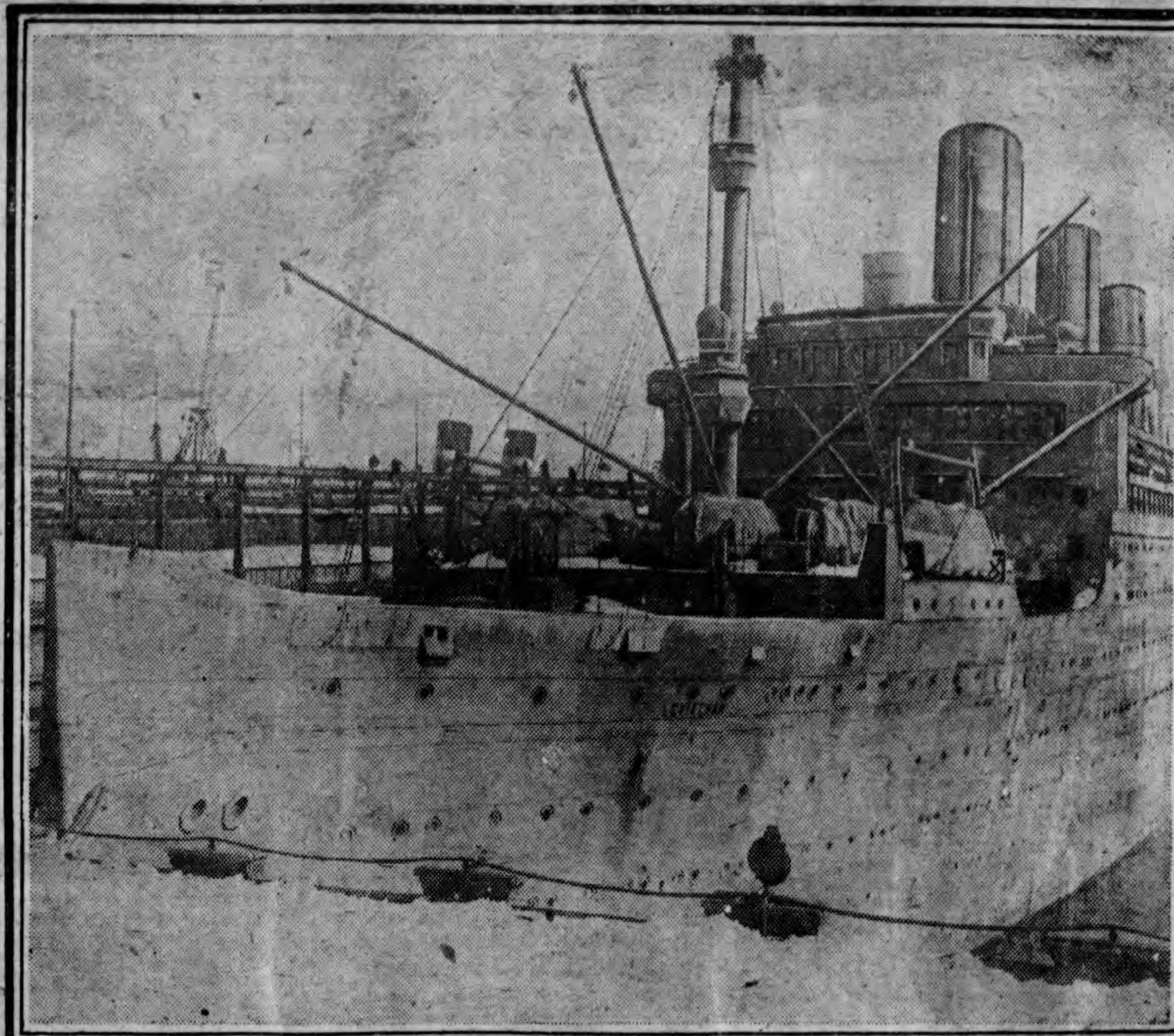
PAGE



JOHN BARTON PAYNE, CHAIRMAN
OF THE U. S. SHIPPING BOARD.
(By Int'l.)



PHILIP MANSON, WHO PROTESTS
AGAINST THE SALE OF THE
FORMER GERMAN LINERS.



THE S. S. LEVIATHAN, LARGEST VESSEL IN THE WORLD SNAPPED AT HOBOKEN YESTERDAY. (NEWS photo.)

"A BETRAYAL OF THE AMERICAN PEOPLE'S INTERESTS," according to Philip Manson, a prominent independent American ship owner, is the proposed sale by the United States Shipping Board of seventeen former German liners, aggregating 225,000 tons. Mr. Manson declares he has information to the effect that the ships are to be sold at auction to the International Mercantile Marine. The sale is to begin Monday in Washington. It is said the Shipping Board has repeatedly been requested to allocate the vessels to American trade routes on the Atlantic and Pacific oceans. Above are photographs of Chairman Payne of the Shipping Board, Mr. Manson, and of the Leviathan, the largest of the vessels offered for sale.

Obs May 17/20

Obs May 1/20 155

May Refit Leviathan In Hoboken Shipyard

Tietjen & Lang Company Owners Bid Higher Than Boston Navy Yard, But Promise to Do Work Quicker, Which May Be Decisive Factor.

Only two bids were received Saturday by the Shipping Board for the refitting of the giant liner Leviathan, formerly the Vaterland. The Todd Shipyards Corporation, which owns the Tietjen and Lang dry docks in Hoboken, offered to do the work in 344 days for \$10,740,000 and made an alternate bid to do the work in the same length of time for \$9,861,000, if permitted to make certain changes in the specifications. This was the only private bid. The other bid was one of \$8,939,000 from the Boston Navy Yard, which, however, asked for 500 days in which to complete the work.

The element of time is of import-

ance because of the earning capacity of the big ship, which has been rated at between \$300,000 and \$400,000 a month by P. A. S. Franklin, President of the International Mercantile Marine.

Corporations which were invited to make bids, but failed to do so, included the Bethlehem Shipbuilding Corporation, the Newport News Shipbuilding Company, the Morse Dry Dock Company and the New York Shipbuilding Company.

The refitting of the Leviathan was the subject of the recent investigation by the Congressional Committee, following charges that certain shipyards had been ignored in the bidding.

Will Require A Year To Repair Leviathan

Vessel Will Not Be Ready for Passenger Service Before Next Spring—Cost Estimated at \$5,000,000 at Least—Charges Scouted.

W. F. Gibbs, Chief Constructing Engineer of the International Mercantile Marine, which is to operate the steamship Leviathan, yesterday in New York denied a statement by Representative Teague of Massachusetts that certain shipyards planned to make undue profits from the reconditioning of the vessel. Gibbs said:

"Because of the magnitude of the task, as agents of the United States Shipping Board we determined to have the work done at the lowest possible figure. The ship when reconditioned will be the finest in the world.

"The only bids entertained will be those giving exact cost. No extra charges of any kind will be tolerated—the extras are the 'fat' of many contracts. When the bids are opened

that they will state the time of completion.

"Cost plus bids will not be entertained. Such bidding is excluded. The cost probably will be between \$5,000,000 and \$10,000,000. The Government contractors also will estimate the cost. Both the New York and the Boston Navy Yards have been asked to submit bids.

"Because of the magnitude of the work it would not be strange if some of the yards combined to handle the job. But as to all the yards entering into a combination to mulct the United States, I don't believe it. When the Government itself sends in its figures we are sure to get proper bids."

Gibbs said the Leviathan probably would not be ready for passenger service until the spring of 1921.

N. Y. Sun May 11/20

Herald May 1/20

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Testimony given before a committee from the House of Representatives, which yesterday opened an investigation of the proposed reconditioning of the Leviathan, the former troop transport, placed the estimated cost of the work at \$8,000,000 and revealed that the United States Shipping Board proposes to award the work to the International Mercantile Marine, to which company the gigantic vessel is to be turned over. The preliminary work thus far has cost the Government \$300,000.

For supervising the big job the International Mercantile Marine has been drawing \$15,000 a month since December last and there is to be no check on the company's expenditures other than that made by its own inspectors, who are paid by the Government.

The investigation committee, headed by Joseph Walsh, Republican, of Massachusetts, opened its sessions yesterday at the office of the Shipping Board, 45 Broadway. Besides Chairman Walsh, Representatives Patrick H. Kelly of Michigan, L. H. Hadley of Washington and Thomas Connally of Texas were present.

Ready in a Year.

The first witness called was R. L. Hague, director of operations and repair of the American Fleet Corporation. He was followed by Lieut-Commander F. C. Crisp, U. S. N., attached to the Brooklyn Navy Yard. Mr. Hague testified that the Leviathan was to be reconstructed and refitted by private contractors and that bids for the work were to be opened next Saturday. No time limit was placed on the contract and no bonus for speed nor penalty for tardiness was provided for. He thought that the vessel would be ready for passenger service ten months or a year from now, at which time, Mr. Hague said, it was to be leased to the I. M. M. for five years. The witness said that the I. M. M. was to operate the Leviathan for its own account and not as an agent for the Shipping Board. Mr. Hague said that the reconditioning of the Leviathan, including the change from coal to oil burner, represented the largest job of the kind ever contemplated and was far more complicated than the original building of the vessel. He said:

Offered Plans for \$1,000,000.

"The German builders offered to sell us detailed plans of the boat for \$1,000,000, but we refused to buy at that price, although they would have added us materially in preparing the specifications," he said. He also said that the work of drydocking, painting and testing the condition of the ship could only be done at the Boston Navy Yard.

Lieut-Commander Crisp said that the work could be done as cheaply by the Government as by private contractors. He said that the force at the New York Navy Yard could easily handle the job, and that if the ship needed drydocking it could be taken to the Boston Navy Yard drydock. He estimated that the work could be finished in eight months. The committee went over to Hoboken and inspected the Leviathan.

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Changing Her for Passengers Said to Be as Hard as Building New Ship.

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In the House Committee inquiry into this and other Shipping Board matters, which was continued in the offices of the Shipping Board yesterday, Edward P. Morse, president of the Morse Drydocking Company, testified that extras not provided for under the terms of the contract under which bids are being asked would probably amount to from \$800,000 to \$1,000,000 in excess of the lump sum named in the bid. He said that he was preparing a letter objecting to the present form of the contract. William H. Todd, president of the Todd Shipbuilding Corporation, told the committee he thought it would be better if the job were handed over to the navy.

Witnesses at the inquiry included representatives of ship repair concerns, which were invited by the International Mercantile Marine to submit bids; James Shewan & Sons, whose bid was not asked; P. A. S. Franklin, head of the I. M. M., and William Francis Gibbs, its chief of construction. Much of the committee's questioning was directed toward ascertaining if the Shewan concern had been discriminated against.

Mr. Franklin, at the morning session, told how assurances that it could have the vessel were given to the International Mercantile Marine in December, and how the company set about planning to recondition it. He said that the German builders of the Leviathan had offered to sell the original plans for \$1,000,000, and to undertake the work of reconstruction, but that it had been agreed the work should be kept in this country.

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Obs June 11/20 156

Government To Sell Leviathan At Auction

Plan to Receive Bids Abandoned and Sale Will Take
Place in Washington, June 30—New Law Vacates
Injunction on Sales of Vessels.

On the strength of the new Jones' shipping law the Shipping Board at Washington yesterday issued the following announcement:

"The steamship Leviathan, 54,282 gross tons, will be offered for sale and sealed bids will be opened in the office of the chairman of the Shipping Board, in Washington, 10.30 a. m., June 30, 1920. The ship is offered as is and where is."

This means that the ship will not be reconditioned by the Government, but will be sold in her present state and at New York, where she has been lying inactive for some time.

Prospective purchasers of the Leviathan will have an opportunity to inspect her before submitting bids.

The International Mercantile Marine at one time bid around \$4,000,000 for the vessel, although she has frequently been estimated to be worth more than \$10,000,000. She is now being maintained by the International at one of the Hoboken piers.

The Leviathan, when seized by the Government at the outbreak of the war, was the Hamburg-American liner Vaterland. She is 907.6 feet long, and her quadruple screw engines develop a speed of 23.5 knots an hour. The vessel was built in 1914 by the Blum & Voss works of Hamburg, Germany. Conditioned as a passenger liner, she will carry 985 first class passengers, 525 second class, 248 third class, and 1,600 steerage.

Jersey Journal Sept 14/20

LEVIATHAN IS FAST BECOMING JUNK AT DOCK

In Such Bad Shape That
Nobody Wants to Buy
Her Now.

Washington, Sept. 11.—The great transatlantic liner Leviathan, formerly the Hamburg-American liner Vaterland and a sister ship of the Imperator, the last named now in the regular transatlantic service of the Cunard Line, may never again be seen on the high seas. The great liner is now in the mud of her Hoboken dock and has deteriorated to so great an extent that it will require an outlay of not less than \$8,000,000 to put her again into condition for sea service.

As a matter of fact, the liner, one of the four largest transatlantic passenger carriers in the world—the others being the Imperator, Olympic and Aquitania—is so far on the way to the junk pile that when she recently was offered for sale by the Shipping Board not a single bid was received.

These facts are admitted at the Shipping Board. The Leviathan has been lying idle in Hoboken, with only her little crew of caretakers on board, since Sept. 8 of last year. Every day her condition becomes more serious, her plates become a little more rusty, she sinks a little deeper into the Hoboken mud, her engines become a bit more obsolete. The result is that today the Shipping Board has on its hands virtually a new liner, the original cost of which was more than \$15,000,000, but which in the short period mentioned has been permitted to deteriorate in value probably to less than one-third of her first cost.

The skeleton crew of caretakers are doing their best to prolong the life of the famous ship by keeping pipes open, and as far as possible protecting vital parts of the vessel from too hasty decay.

In January last the liner was all but sold to the International Mercantile Marine, which company offered to pay \$3,500,000 for the ship. For a time it appeared definitely settled that the Leviathan would become the flagship of the International Mercantile fleet, but opposition developed against the sale and in the end the deal fell through and the Leviathan was placed in charge of her little crew of caretakers and tied up in Hoboken.

It also was ascertained today that the Shipping Board has back on its hands the Von Steuben, formerly the crack North German Lloyd liner Kronprinz Wilhelm. A few weeks ago the papers announced the sale of this vessel to Ford Eggina of New York, who, it was stated, had bought the vessel for \$1,500,000, and had agreed to spend an additional \$3,000,000 to put the ship in seaworthy condition. This would indicate that the Von Steuben is in almost as bad shape as the Leviathan. When Mr. Eggina bought the Von Steuben it was said that he was going to send her on a commercial cruise of the world ports to advertise American made goods. Mr. Eggina, however, it now appears, was not able to live up to the terms of his contract.

Dispatch Sept 13/20

LEVIATHAN YARN OFFICIALLY REFUTED

Liner Not Going to Pieces at
Hoboken, as England's
Friends Declared.

By Universal Service.

WASHINGTON, Sept. 13.—The Shipping Board's policy with regard to the Leviathan, formerly the German liner Vaterland and the largest vessel afloat, has been made the subject of attack by interests friendly to Great Britain. The word has gone out that the Leviathan is rotting at her pier at Hoboken and "may never again be seen on the high seas."

An official of the Shipping Board was emphatic to-day in branding this report as false. Marine engineers who have been aboard the ship recently have assured him, he said, that the vessel is in excellent condition.

During her year at the Hoboken pier the great liner has not suffered unusual deterioration, and the vast sums mentioned as being necessary to recondition her are based more on the cost to refit than on the cost of actual repairs.

Since passage of the Jones Act the Shipping Board has received one bid, that of \$3,000,000, from the United States Mail Steamship Company for the Leviathan. A loan from the board to refit the ship was made a condition to the bid. Admiral Benson did not consider the price offered sufficient and the bid was rejected.

The American Ship and Commerce Corporation has made application to the Shipping Board for the use of several of the former German piers at Hoboken. Under the Jones act these piers will not pass under administration of the Shipping Board until January 1, 1921. Until that date, therefore, the board cannot announce the action it will take.

It is probable, however, that the application of the American Ship and Commerce Corporation will be granted. No one concern, however, will be given exclusive use of all these piers.

"It will be the jolly of the board," said one official, "to use them for the purpose for which they were originally intended—the accommodation of passenger vessels too big to be docked elsewhere."

Dispatch Aug 4/20

WANT LEVIATHAN FOR ITALY ROUTE

Proposal to Shipping Board Not
Favored—Would Be Used
as Steamer Ship

COULD ACCOMMODATE
5,000 PASSENGERS

A proposal that the giant steamship Leviathan, formerly the Hamburg-American liner Vaterland, which for more than a year has been lying idle at her Hoboken dock, be used to transport steerage passengers to and from Italy, was recently made to the United States Shipping Board, it has been learned.

The proposal, it was said, came from a shipping firm now engaged in an extensive business of handling third class passengers, but was not favorably received by the board.

The big liner, according to naval officials who handled her as a transport, could be made ready for sea at short notice, provided it was not necessary to restore her former palatial passenger accommodations.

As she now stands the ship could be used with but little alterations of her present troop transport facilities for steerage passengers, and it was said that she could accommodate more than 5,000 persons each voyage.

Demand for third class accommodations now exceeds the available tonnage. The proposal to use the ship, it is understood, was on a charter basis, the ship to be turned back to the board on reasonable notice when existing negotiations for her sale or allocation are completed.

In response to a recent call for bids for the Leviathan only one offer was made.

Daily News Sept 10/20

LEVIATHAN NEAR THE JUNK PILE AT HOBOKEN DOCK

Nearly \$8,000,000 Needed to
Make Big Liner Seaworthy

Washington, D. C., Sept. 9.—Shipping Board officials admitted today that the great transatlantic liner Leviathan, formerly the Hamburg-American liner Vaterland, sale of which was blocked by the Hearst newspapers last January, may never again be seen on the high seas.

This is due to the fact that the great liner, now aground in the mud of her Hoboken dock, has deteriorated to so great an extent that it will require an outlay of not less than \$8,000,000 to put her again into condition for sea service.

As a matter of fact the liner is so far on the way to the junk pile that when she was recently offered for sale by the Shipping Board not a single bid was received.

Obs Sept 20

LEVIATHAN IS LYING ON MUD AT HOBOKEN

A statement was published this morning purporting to come from the U. S. Shipping Board offices in Washington to the effect that the U. S. Leviathan is now lying on the mud at Hoboken and that it will require a sum of \$8,000,000 to recondition her.

There appears to be no question that the Leviathan is again on the mud. As the German steamship Vaterland she lay on the mud in Hoboken for many months, until taken over by the U. S. Government. At the present time it is stated that she floats at high tide, but has a list at low tide when she settles into the mud again.

The general appearance of the vessel is suggestive of junk. Her plates are rusty in many instances and the paint is peeling in many places. The grey paint that distinguished her has now turned to a dirty black. It was stated at the pier this morning that it would require many months' hard work to recondition the vessel, which is one of the largest and finest in the world.

Obs Sept 20

DENY THAT BIG SHIP IS ROTTING AT PIER

Officials of the U. S. Shipping Board, in a despatch from Washington, this morning branded as false the statement that the Leviathan, formerly the German liner Vaterland, is rotting at her piers at Hoboken and will never again be fit for use as a steamship.

It was stated that this report is being circulated in the interests of British shipping firms, who are anxious to purchase the vessel. It is stated that the vessel is in good condition, that she has not suffered unusual deterioration during the year she has been lying at the Hoboken pier and that the huge sums mentioned as being required to put her in condition are purely imaginary.

Current Events Sept 24/20

Is Leviathan Doomed?

The giant steamer Leviathan, largest in the world, may never go to sea again. She is slowly sinking at her dock in Hoboken. Necessary repairs would cost more than \$8,000,000. Recently the Government tried to sell her for something over \$3,000,000 and did not get a single bid.

When our Government declared war against Germany it seized all the German ships that were interned in our harbor. This great steamer, which cost \$30,000,000 to build, was one of them. Expecting that it would be seized its German officers had tried to destroy its machinery and weaken its hull to make it unseaworthy. Its quick repair was one of the many wonderful things our Navy did during the war, and the Leviathan carried more of our soldiers to Europe, and brought more back, than any other vessel.

If the Leviathan is to be scrapped, as now seems probable, it will seem a wicked waste; but it is said that under present conditions of labor and fuel-cost the great expense of running it would make it a money-losing proposition.

Obs June 11/20 156

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This means that the ship will not be reconditioned by the Government, but will be sold in her present state and at New York, where she has been lying inactive for some time.

Prospective purchasers of the Leviathan will have an opportunity to inspect her before submitting bids.

The International Mercantile Marine at one time bid around \$4,000,000 for the vessel, although she has frequently been estimated to be worth more than \$10,000,000. She is now being maintained by the International at one of the Hoboken piers.

The Leviathan, when seized by the Government at the outbreak of the war, was the Hamburg-American liner Vaterland. She is 907.6 feet long, and her quadruple screw engines develop a speed of 23.5 knots an hour. The vessel was built in 1914 by the Blum & Voss works of Hamburg, Germany. Conditioned as a passenger liner, she will carry 985 first class passengers, 525 second class, 243 third class, and 1,600 steerage.

LEVIATHAN IS FAST BECOMING JUNK AT DOCK

In Such Bad Shape That
Nobody Wants to Buy
Her Now.

Washington, Sept. 11.—The great transatlantic liner Leviathan, formerly the Hamburg-American liner Vaterland and a sister ship of the Imperator, the last named now in the regular transatlantic service of the Cunard Line, may never again be seen on the high seas. The great liner is now in the mud of her Hoboken dock and has deteriorated to so great an extent that it will require an outlay of not less than \$8,000,000 to put her again into condition for sea service.

As a matter of fact, the liner, one of the four largest transatlantic passenger carriers in the world—the others being the Imperator, Olympe and Aquitania—is so far on the way to the junk pile that when she recently was offered for sale by the Shipping Board not a single bid was received.

These facts are admitted at the Shipping Board. The Leviathan has been lying idle in Hoboken, with only her little crew of caretakers on board, since Sept. 8 of last year. Every day her condition becomes more serious, her plates become a little more rusty, she sinks a little deeper into the Hoboken mud, her engines become a bit more obsolete. The result is that today the Shipping Board has on its hands virtually a new liner, the original cost of which was more than \$15,000,000, but which in the short period mentioned has been permitted to deteriorate in value probably to less than one-third of her first cost.

The skeleton crew of caretakers are doing their best to prolong the life of the famous ship by keeping pipes open, and as far as possible protecting vital parts of the vessel from too hasty decay.

In January last the liner was all but sold to the International Mercantile Marine, which company offered to pay \$3,500,000 for the ship. For a time it appeared definitely settled that the Leviathan would become the flagship of the International Mercantile fleet, but opposition developed against the sale and in the end the deal fell through and the Leviathan was placed in charge of her little crew of caretakers and tied up in Hoboken.

It also was ascertained today that the Shipping Board has back on its hands the Von Steuben, formerly the crack North German Lloyd liner Kronprinz Wilhelm. A few weeks ago the papers announced the sale of this vessel to Ford Eggina of New York, who, it was stated, had bought the vessel for \$1,500,000, and had agreed to spend an additional \$3,000,000 to put the ship in seaworthy condition. This would indicate that the Von Steuben is in almost as bad shape as the Leviathan. When Mr. Eggina bought the Von Steuben it was said that he was going to send her on a commercial cruise of the world ports to advertise American made goods. Mr. Eggina, however, it now appears, was not able to live up to the terms of his contract.

LEVIATHAN YARN OFFICIALLY REFUTED

Liner Not Going to Pieces at
Hoboken, as England's
Friends Declared.

By Universal Service.

WASHINGTON, Sept. 13.—The Shipping Board's policy with regard to the Leviathan, formerly the German liner Vaterland and the largest vessel afloat, has been made the subject of attack by interests friendly to Great Britain. The word has gone out that the Leviathan is rotting at her pier at Hoboken and "may never again be seen on the high seas."

An official of the Shipping Board was emphatic to-day in branding this report as false. Marine engineers who have been aboard the ship recently have assured him, he said, that the vessel is in excellent condition.

During her year at the Hoboken pier the great liner has not suffered unusual deterioration, and the vast sums mentioned as being necessary to recondition her are based more on the cost to refit than on the cost of actual repairs.

Since passage of the Jones Act the Shipping Board has received one bid, that of \$3,000,000, from the United States Mail Steamship Company for the Leviathan. A loan from the board to refit the ship was made a condition to the bid. Admiral Benson did not consider the price offered sufficient and the bid was rejected.

The American Ship and Commerce Corporation has made application to the Shipping Board for the use of several of the former German piers at Hoboken. Under the Jones act these piers will not pass under administration of the Shipping Board until January 1, 1921. Until that date, therefore, the board cannot announce the action it will take.

It is probable, however, that the application of the American Ship and Commerce Corporation will be granted. No one concern, however, will be given exclusive use of all these piers. "It will be the policy of the board," said one official, "to use them for the purpose for which they were originally intended—the accommodation of passenger vessels too big to be docked elsewhere."

WANT LEVIATHAN FOR ITALY ROUTE

Proposal to Shipping Board Not
Favored—Would Be Used
as Steamer Ship

COULD ACCOMMODATE
5,000 PASSENGERS

A proposal that the giant steamship Leviathan, formerly the Hamburg American liner Vaterland, which for more than a year has been lying idle at her Hoboken dock, be used to transport steerage passengers to and from Italy, was recently made to the United States Shipping Board, it has been learned.

The proposal, it was said, came from a shipping firm now engaged in an extensive business of handling third class passengers, but was not favorably received by the board.

The big liner, according to naval officials who handled her as a transport, could be made ready for sea at short notice, provided it was not necessary to restore her former palatial passenger accommodations.

As she now stands the ship could be used with but little alterations of her present troop transport facilities for steerage passengers, and it was said that she could accommodate more than 5,000 persons each voyage.

Demand for third class accommodations now exceeds the available tonnage. The proposal to use the ship, it is understood, was on a charter basis, the ship to be turned back to the board on reasonable notice when existing negotiations for her sale or allocation are completed.

In response to a recent call for bids for the Leviathan only one offer was made.

LEVIATHAN NEAR THE JUNK PILE AT HOBOKEN DOCK

Nearly \$8,000,000 Needed to
Make Big Liner Seaworthy

Washington, D. C., Sept. 9.—Shipping Board officials admitted today that the great transatlantic liner Leviathan, formerly the Hamburg-American liner Vaterland, sale of which was blocked by the Hearst newspapers last January, may never again be seen on the high seas.

This is due to the fact that the great liner, now aground in the mud of her Hoboken dock, has deteriorated to so great an extent that it will require an outlay of not less than \$8,000,000 to put her again into condition for sea service.

As a matter of fact the liner is so far on the way to the junk pile that when she was recently offered for sale by the Shipping Board not a single bid was received.

LEVIATHAN IS LYING ON MUD AT HOBOKEN

A statement was published this morning purporting to come from the U. S. Shipping Board offices in Washington to the effect that the U. S. Leviathan is now lying on the mud at Hoboken and that it will require a sum of \$8,000,000 to recondition her.

There appears to be no question that the Leviathan is again on the mud. As the German steamship Vaterland she lay on the mud in Hoboken for many months, until taken over by the U. S. Government. At the present time it is stated that she floats at high tide, but has a list at low tide when she settles into the mud again.

The general appearance of the vessel is suggestive of junk. Her plates are rusty in many instances and the paint is peeling in many places. The grey paint that distinguished her has now turned to a dirty black. It was stated at the pier this morning that it would require many months' hard work to recondition the vessel, which is one of the largest and finest in the world.

DENY THAT BIG SHIP IS ROTTING AT PIER

Officials of the U. S. Shipping Board, in a despatch from Washington, this morning branded as false the statement that the Leviathan, formerly the German liner Vaterland, is rotting at her piers at Hoboken and will never again be fit for use as a steamship.

It was stated that this report is being circulated in the interests of British shipping firms, who are anxious to purchase the vessel. It is stated that the vessel is in good condition, that she has not suffered unusual deterioration during the year she has been lying at the Hoboken pier and that the huge sums mentioned as being required to put her in condition are purely imaginary.

Is Leviathan Doomed?

The giant steamer Leviathan, largest in the world, may never go to sea again. She is slowly sinking at her dock in Hoboken. Necessary repairs would cost more than \$8,000,000. Recently the Government tried to sell her for something over \$3,000,000 and did not get a single bid.

When our Government declared war against Germany it seized all the German ships that were interned in our harbor. This great steamer, which cost 30,000,000 to build, was one of them. Expecting that it would be seized its German officers had tried to destroy its machinery and weaken its hull to make it unseaworthy. Its quick repair was one of the many wonderful things our Navy did during the war, and the Leviathan carried more of our soldiers to Europe, and brought more back, than any other vessel.

If the Leviathan is to be scrapped, as now seems probable, it will seem a wicked waste; but it is said that under present conditions of labor and fuel-cost the great expense of running it would make it a money-losing proposition.

Dispatch
Aug 4/20

Daily News
Sept 10/20

Obs Sept 10/20

Obs Sept 16/20

Current Events
Sept 24/20

Leviathan Has Been Idle at Dock Since Last November

Greatest of Ocean Liners and Transports Is Slowly Deteriorating While a Skeleton Crew Keeps Watch on Her Long Decks

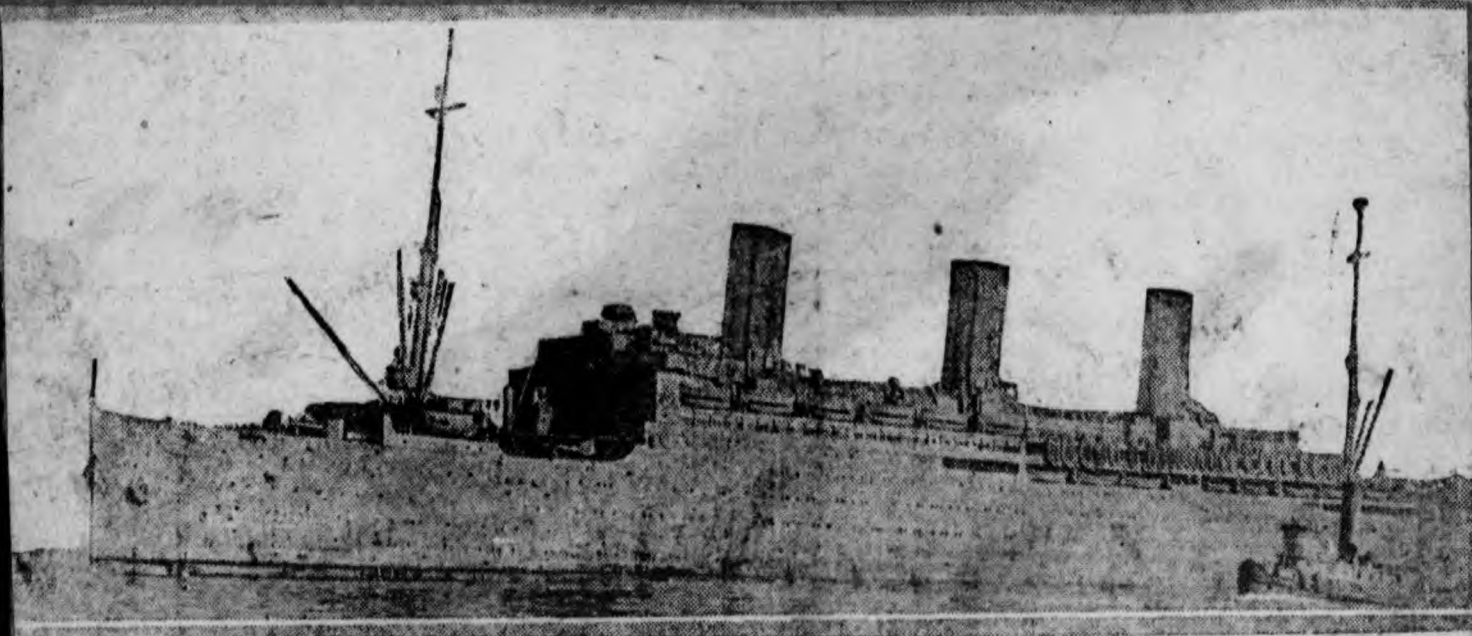


Photo by International

The Leviathan as she appears to-day, still in war paint and fitted as in the days when she carried her thousands of doughboys to France

By Henry Chapin

LEVATHAN, the greatest of all ocean liners, has been lying in dock at Hoboken idle, undesired, and slowly deteriorating since last November. This is not because we have no merchant marine in the building nor is it because this ship could not again be put upon the seas on a profitable basis. Her fate is the more pitiful because undeserved and unnecessary. It is another case of Congressional inaction.

Since last November the smokeless, far-gray stacks of this giant steamer have towered above the Jersey-side locks, a visible reminder to the thousands on lower Manhattan of wasted national resource. A skeleton crew of less than 100 men, mostly engineers and watchmen, are living on board, lost between the vast decks once crowded with over 10,000 American doughboys rushing eastward to France. How has this come about?

Here, then, are some of the reasons: Last March she was practically sold to the International Mercantile Marine, when William R. Hearst decided the United States Government was selling its birthright to the British. So he obtained an injunction against the Shipping Board on the ground that it had insufficient authority for disposing of the German vessels seized during the war. This stopped all chances for a speedy commissioning of these ships and bids that had been called for were cancelled. Three and a half million dollars had been offered for the Leviathan and another ten or twelve million would have been spent in fitting her once more for transatlantic tourist traffic. Now there are no bids, and recent conditions point to a much lower market valuation for these boats. Fortunately, the Jones act recently passed by Congress again gives the Shipping Board the necessary authority for disposing of the ships.

An atmosphere of war-time precaution still maintains in the neighborhood of the Leviathan dock at Hoboken. A special pass from the Shipping Board alone will get one by the armed guards pacing the dock-head. Even then more special guards meet the visitor at the gangplank and finally when admission is gained there is no stirring about the great

deserted ship, except under the personal supervision of ship police.

As soon as you leave the gangplank on the main deck you are lost to the world in layer-cake labyrinth of gray decks cluttered with broken floorings and piled-up furnishings ready for salvage. "No elevators are running," said the guide, and then follows a climb of five decks to the long, curved bridge that sweeps across the vessel eighty-five feet above the water. From here you can look down into the funnel of an old-time transport lying alongside. There is one sailor here polishing a row of great brass steering paraphernalia, a window box of dead geraniums and gunwales where the gray war paint is commencing to flake and fall.

Three Miles of Deck

In order to cover the entire deck space of the steamer from "A" to "H" deck fore and aft a walk of three miles lies before a visitor. One doesn't figure this out at first because it all seems easy and down hill, but after half an hour of stumbling and occasional stooping the mind naturally turns to figures, and the three miles is an easy calculation. One steamer 1,000 feet long, eight decks and a few extras, up and down each of the eight decks—result, 16,000 feet. Divided by 5,280 feet, and there is a rough three miles. Particularly rough on the lower decks.

After the bridge the library is the first real point of interest, and the bookcases there are still half full of the usual run of easily assimilated ocean-going fiction in English, and presumably the same sort of stuff in heavy German bindings, with heavy German gilt titles. This, together with several signs here and there about the decks, still in German, are the only reminders that this transport was once in the old, old days of 1914 the splendid Vaterland, leader of the German passenger fleet. But there is an-

other reminder that we left out, that being the enormous outlay of ponderous wall panelling in dark wood, with dirty gilt adornments, so dear to the Teuton decorator.

Going out of the library, heading toward the Ritz à la carte restaurant that was, the last thing that meets the eye is a huge, heavily carved grand piano. "That," says the guide, "is calculated to be worth \$10,000. There are six other grand pianos on board in various places." The instrument was apparently in excellent condition, and nearly in tune, for all its neglect. Passing down the gray decks, here and there, broken with a patchwork of blue camouflage, there is never a soul except the regular watchmen with time clocks. There are two to each deck. These men are divided into three shifts, so that there is no time of the day or night that every part of this immense deserted village of steel is not guarded from possible fire.

Signs everywhere are a continuous reminder that the Leviathan, before all else, will be remembered as the greatest of all transports whatever her fate in coming years. For once the Verboten of the Germans is fully rivalled by army rules daubed in white paint on every corner of every deck. In fact, it was an intense interest in these reminders of gone and uncherished days that called attention to the ravages of a peace time army. Stumbling through a dark passage, place after place appeared where the tiling and cement had been hacked away from pillar bases and along the steel seams of the vessel.

As soon as the Shipping Board decided to put the Leviathan on the market a complete estimate of the ship had to be made by a corps of expert engineers. This entailed one of the most difficult jobs that American naval experts had ever come up against. Here was the largest ship in the world completely finished and inadvertently turned over to an enemy Power without the sign of a plan or estimate of any nature to indicate even the design. The engineers had to recast the Leviathan to the most minute detail of construction from measurements made on the spot as the vessel rested at dock. This is no easy matter, and had probably never before been attempted on such a scale in the history of naval architecture.

Credit for the successful accomplishment of this job is largely due to Chief of Construction William F. Gibbs of the International Mercantile Marine, the concern commissioned by the Government to handle the work.

Even such a simple thing as getting the lines of the hull by a series of beam measurements caused great trouble because of the mass of piping and engine material that blocked and hindered the workers.

A few moments' rest in the Kaiser's own suite was welcome after an encounter with stray steam pipes in a dark, dismantled passage. Enter a dark oak door and behold his ex-Majesty's sunroom. Mosaics on the floor, great plate glass windows, and another of those excellent grand pianos. This was only one room of several equally well appointed. The Crown Prince was to have had the use of a similar suite on the opposite side of the deck. As happened, however, the respective naval and army commanding officers lived there in state, as their thousands of doughboys cluttered every inch of the less exclusive lower decks.

Deck D was particularly well torn to pieces, stripping bare great barn-like spaces where the soldiers bunked in by the thousand. The stateroom partitions were torn out, and, together with unwieldy mattresses and bunks, were piled in useless heaps in what was the main dining saloon. One of the most curious sights on the ship is to see the stretch of railroad track laid cross-wise of the deck, fore and aft. When the ship was surveyed by the engineers they had to locate its centre of gravity. So flat cars weighted with metal were placed on these improvised tracks and a careful inclining experiment carried out by shifting the weights from side to side.

A Beauty Spot Perhaps

The next deck, F, was again largely given over to sleeping quarters for the men, even the floor of the dining saloon being used. These doughboys were particularly lucky or not, according to their artistic tastes, for directly

continued on next page

overhead one of those complete mural decorations of German execution was still undamaged. Fat frau, with arms bulging with bananas, and curly-haired dogs accompanied Turnverein athletes with small cloths and gymnasium muscles, who stood calmly awaiting their heavy-laden fruitleins returning with the sauerkraut. A lovely piece it is, well calculated to entice the appetite of faint-hungered tourists.

Just aft of this burst of magnificence, in the midst of neglect, stood the second cabin saloon, caged in and barred. This, according to the guide, was once the home of several insane soldiers, and in it stood an old piano and organ in the last stages of wreckage.

Again we passed some watchmen, and at the end of a passage came to the galleys, looking like the Robbers' Cave in the Arabian Nights, with shining rows of copper kettles standing shoulder high. Here were more signs of life, more cleanliness, and in places a look of recent use.

Just as things were beginning to take on less of a ravaged appearance we came full upon the most richly luxurious relic on all the transport. It looked like a ruin of Heroulaneum or Pompeii, but was merely the remains of the big swimming bath. The mosaics on the walls were cracking off, the floor was torn up in spots, and rows of carved marble benches that once adorned the water's edge had long since disappeared. So had the water's edge, for this place also had been used as a barracks, and soldiers had slept on the floor of the pool. In little rooms at the side several of those electric contraptions dear to the flesh of the fat or debilitated still remained.

Though we did not penetrate into the engine room, it was worth gazing at with considerable awe. Here for the first time on board was life. A smooth and noiseless elevator gilded from H deck to the bottom. We might have gone down and looked around in that maze of shining metal pipes and oily cleanliness, but the guide was quite certain of trouble with the second engineer, who was all for business and very hard on curious strangers. So we gazed and decided the ship's heart was sound indeed. This extraordinary care of the vital mechanisms will make a successful reconstruction of the Leviathan a certainty, provided it comes in time. Here at the last was a small haven of efficiency in the midst of neglect and desolation.

LEVIATHAN COSTS \$780,000 A YEAR TO REMAIN IDLE

World's Greatest Steamship
Being Kept in Condition
by 80 Experts.

LOSS IS NOW \$4,170,000

Furniture Worth \$2,000,000

Junked When Vessel Be-
came a Transport.

CHARTER IS PROBABLE

Shipping Board Seeks Way to
Restore Former Liner to Pas-
senger Service.

What is to become of the greatest ship that ever sailed the seas, U. S. S. Leviathan, once the German Vaterland? Idle and dismantled at her pier in Hoboken, this white elephant of the ocean is costing Uncle Sam about \$65,000 a month or \$780,000 a year merely to see that rust and rot are held at bay.

It has been estimated that Leviathan's year and a half of idleness has cost Uncle Sam about \$1,000,000 in net earnings that might have been anticipated from the big passenger carrier. And to this \$1,000,000 and to the \$1,170,000 that it has cost the Government merely to keep the great ship from falling apart must be added the loss of the furniture and fixtures that were junked, thrown away or destroyed when the Leviathan was taken over from her German owners and made into a United States Army transport. Great Britain, canny and thrifty in big matters as well as small, was too wise to throw away the furniture and expensive fixtures of the Mauretania, Aquitania or Olympic, or of the large German ships she was able to get her capable hands upon. These costly articles of equipment or decoration were carefully stored away, all precisely numbered and ticketed, and when the time came to restore the various ships to passenger service their proper equipment was immediately found and easily restored.

In the case of the Leviathan at least \$2,000,000 worth of furniture and fixtures were irreparably lost. So that, up to date and entirely aside from her transport service, the Leviathan has cost the Government \$4,170,000, cost that has nothing whatever to do with maintenance in service but which represents dead loss.

Idle steamships, especially steamships of the supersize of the Leviathan, are peculiarly susceptible to deterioration. A month's, even a week's neglect might easily mean utter ruin to the vast bulk which was once the pride of the German merchant marine and which later won sterling honors under the American flag in the war against Germany.

Force of Eighty Men at Work.

Therefore a force of eighty men is kept at work daily searching the great ship—mere shell as she is—for the first signs of disintegration and deterioration. The tremendous surface of steel plating, the vast and complicated machinery, the enormous surfaces of paint require incessant inspection and repair. All of this makes up the month's and year's cost that Uncle Sam is paying while he tries to make up his mind what to do with the great vessel.

Rear-Admiral William S. Benson, U. S. N. (retired), and present head of the Shipping Board, is extremely hopeful that something satisfactory regarding the future of the Leviathan can be evolved within the next few months, but Admiral Benson admits frankly that the Shipping Board has not been able to come to a definite conclusion, and that the Leviathan remains to-day what she was a year ago—a white elephant among ships.

"The best opportunity that the Government had to get the Leviathan restored to passenger service and as the star ship of the American merchant marine was blocked by the injunction suit brought by W. R. Hearst a year ago at the time the International Mercantile Marine submitted a bid of \$3,500,000 for the ship and offering also to recondition her at its own expense, making the total cost to the company perhaps \$12,000,000. That offer was made before I came to the Shipping Board, but in my opinion it was a fair offer, fair to the Government, I mean. Since then the Shipping Board has asked for bids, but in every instance the offers made were absurdly low—out of the question.

"The France and Canada Corporation, for example, offered \$3,000,000, but this was contingent upon a loan of \$6,000,000 being made by the Shipping Board to the corporation to pay the cost of refitting and refurbishing the Leviathan and restoring her to service. The Shipping Board could not then, nor can it now, see its way clear to make any such arrangement.

An Arrangement Sought.

"What we hope to do is to make an arrangement with one or another of the large steamship concerns to lease the Leviathan and put her back upon the seas as the finest vessel flying the American flag. It is more than possible that such an arrangement can be made. There is nothing to worry about in the fact that for the present the Leviathan is idle and unproductive. I figure that the longer she remains as she is, up to a certain point, of course, the more money will be saved in reconditioning. A year ago she could not have been refitted and restored to service for less than \$10,000,000. The fall in labor costs and cost of material has resulted in a potential saving of about \$2,000,000 already. By the time we conclude an arrangement concerning her the cost of conditioning may drop to around \$6,000,000.

"People may wonder, doubtless, why it is that the British Government has been able to put into passenger service great ships of the general type of the Leviathan. The British received the Imperator, only slightly smaller than the Leviathan. To them was allocated also the Bismarck, sister ship of the Leviathan. They had on their hands, too, their own Mauretania and Aquitania. Those four, the two ships they took over from the Germans and their own two, are the largest passenger ships in the world except for the Leviathan. The reason the British were able to get these boats to sea and make them work was that their ways of doing things are not the same as ours.

"In the first place, when their ships were prepared to be used as transports the furniture and fixtures removed from them were stored away. When the time came to refit the ships these furnishings and fixtures were simply taken from warehouses and reinstalled, much money being saved. In the case of the Leviathan, her furniture and fixtures were junked when she was made over into a transport. That had to be, because there was no time to waste. Converting the Leviathan for transport service was a war emergency job. But everything that goes into her now when she is restored will have to be bought new.

Comparative Operation Costs.

"It is much cheaper to operate British ships, as is known, than it is to run American vessels. Moreover, the policy of the British Government toward their merchant marine has been very different from the policy of our Government. Apparently the British Government virtually gave some ships to the Cunard line on the theory that it was worth while to get these ships into service as a great advertisement for the whole British merchant marine.

"Of course, the Leviathan should be back in the service, but the problem is not so simple as it might look. We are going to think it out carefully and see if we can arrive at a fair plan for operating her. In the meantime I can state that she is in first class condition. Except for her engines she is little more than a shell, of course, but engines and hull are being kept up to the mark of perfection. She is ready to go back to work any day."

Admiral Benson intimated that the Shipping Board will take up the Leviathan problem very soon in an effort to dispose of it permanently.

Probably W. F. Gibbs, chief of construction of the International Mercantile Marine Company, knows more about the Leviathan than any other single person. When the Government put up to the International Mercantile Marine the job of surveying the Leviathan with the idea of refitting her and restoring her to service an effort was made to obtain the original plans of the vessel from her former German owners of the Hamburg-American line. The former owners calmly demanded \$1,000,000 for the plans and naturally the demand was refused. Thereupon Mr. Gibbs and his

assistant went back to the first principles of ship building and studied out every curve and angle. When they finished their work the United States Government was in possession of a new set of plans just as good and as accurate as those of the German builders. Gibbs knows the Leviathan from stem to stern.

Upkeep a Technical Task.

"The proposition is this," Mr. Gibbs said yesterday to a reporter for The New York Herald. "On January 20, 1920, the International Mercantile Marine offered to take the Leviathan off the Shipping Board's hands, paying \$3,500,000 for her and assuming the great cost of reconditioning. Then came the Hearst injunction suits, which blocked this and other sales. Understanding that the care and upkeep of a ship as big as the Pennsylvania Hotel and containing the vastest and most complicated engines the sea knows was a job requiring technical knowledge. The Government gave the International Mercantile Marine the task of caring for the Leviathan at her Hoboken pier. We have kept a force of eighty men aboard constantly. Every day squads of these men, assigned to special duties, inspect the ship. They watch out for signs of disintegration in plates or woodwork. They go over the engines scrupulously. Everything is done to fend off decay. So far the Leviathan, as Admiral Benson states, is in first class shape. She could be put back into service quickly enough on the basis of the plans we have worked out.

"Speaking as an American citizen and not as an official of the International Mercantile Marine, I say that it is a shame the Leviathan is not now at the British merchant marine."

A Charter Probable.

"I say the Leviathan ought to be at work. How to get her there is something else again. A year ago the International Mercantile Marine was willing not only to pay \$3,500,000 for her but to assume the immense cost of reconditioning. But times were flush then. Travel was more extensive. Things have tightened up. It is doubtful in my judgment if any steamship concern would care now to assume the immense financial burden and risk of paying for the reconditioning of the Leviathan. It would cost probably \$8,000,000 now.

"The only way I see out of it is for the Shipping Board to enter into some chartering arrangement with a steamship company whose fleet is big enough and whose interests are broad enough to enable it to use the Leviathan at a profit. I believe the great vessel could be operated profitably if the company operating her were not compelled to assume too great a financial burden at the start. I imagine that the Shipping Board will see this in time and that such a chartering arrangement will be made."

The Leviathan is a young ship, vast as she is. On April 3, 1913, she was launched at Hamburg for the Hamburg-American company. She is 54,000 tons, 350 feet long and nearly 100 feet beam. Before she became an American transport and was stripped to the hull she was one of the most luxuriously appointed passenger ships afloat. Her cabins were extra large, all the first cabin state-rooms having had brass beds. Other luxuries included a Roman swimming pool, Turkish baths and electric baths, swimming pools, a running track and squash courts and billiard rooms.

Just before the United States entered the war her German crew, which had remained aboard her when she was interned and tied up at Hoboken, tried to disable her engines, and made what they thought was a thorough job. The Government's experts defeated the plot and restored the Leviathan's machinery to service within a few months, largely through the success of an electric welding process. Then her expensive fittings were ripped out, she was made into a transport and she began her honorable war service of ferrying American soldiers across to France. In round numbers she took over almost 100,000 men, making nine round trips, constantly in danger from the German U boats that were under stern orders to put her out of business. On one occasion she fought off two submarines. It was on the Leviathan that Gen. John F. O'Ryan and his staff of the Twenty-seventh division returned from the war, and it was the Leviathan which brought home Gen. Pershing and his staff.

Overhead one of those complete mural decorations of German execution was still undamaged. Fat frau, with arms bulging with bananas, and curly-haired dogs accompanied Turnverein athletes with small cloths and gymnasium muscles, who stood calmly awaiting their heavy-laden fräuleins returning with the sauerkraut. A lovely piece it is, well calculated to entice the appetite of faint-hungered tourists.

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Just as things were beginning to take on less of a ravaged appearance we came full upon the most richly luxurious relic on all the transport. It looked like a ruin of Herculeum or Pompeii, but was merely the remains of the big swimming bath. The mosaics on the walls were cracking off, the floor was torn up in spots, and rows of carved marble benches that once adorned the water's edge had long since disappeared. So had the water's edge, for this place also had been used as a barracks, and soldiers had slept on the floor of the pool. In little rooms at the side several of those electric contraptions dear to the flesh of the fat or debilitated still remained.

Though we did not penetrate into the engine room, it was worth gazing at with considerable awe. Here for the first time on board was life. A smooth and noiseless elevator glided from H deck to the bottom. We might have gone down and looked around in that maze of shining metal pipes and oily cleanliness, but the guide was quite certain of trouble with the second engineer, who was all for business and very hard on curious strangers. So we gazed and decided the ship's heart was sound indeed. This extraordinary care of the vital mechanisms will make a successful reconstruction of the Leviathan a certainty, provided it comes in time. Here at the last was a small haven of efficiency in the midst of neglect and desolation.

LEVIATHAN COSTS \$780,000 A YEAR TO REMAIN IDLE

World's Greatest Steamship
Being Kept in Condition
by 80 Experts.

LOSS IS NOW \$4,170,000

Furniture Worth \$2,000,000
Junked When Vessel Be-
came a Transport.

CHARTER IS PROBABLE

Shipping Board Seeks Way to
Restore Former Liner to Pas-
senger Service.

What is to become of the greatest ship that ever sailed the seas, U. S. S. Leviathan, once the German Vaterland? Idle and dismantled at her pier in Hoboken, this white elephant of the ocean is costing Uncle Sam about \$65,000 a month or \$780,000 a year merely to see that rust and rot are held at bay.

It has been estimated that Leviathan's year and a half of idleness has cost Uncle Sam about \$1,000,000 in net earnings that might have been anticipated from the big passenger carrier. And to this \$1,000,000 and to the \$1,170,000 that it has cost the Government merely to keep the great ship from falling apart must be added the loss of the furniture and fixtures that were junked, thrown away or destroyed when the Leviathan was taken over from her German owners and made into a United States Army transport. Great Britain, canny and thrifty in big matters as well as small, was too wise to throw away the furniture and expensive fixtures of the Mauretania, Aquitania or Olympic, or of the large German ships she was able to get her capable hands upon. These costly articles of equipment or decoration were carefully stored away, all precisely numbered and ticketed, and when the time came to restore the various ships to passenger service their proper equipment was immediately found and easily restored.

In the case of the Leviathan at least \$2,000,000 worth of furniture and fixtures were irreparably lost. So that, up to date and entirely aside from her transport service, the Leviathan has cost the Government \$4,170,000, cost that has nothing whatever to do with maintenance in service but which represents dead loss.

Idle steamships, especially steamships of the supersize of the Leviathan, are peculiarly susceptible to deterioration. A month's, even a week's neglect might easily mean utter ruin to the vast bulk which was once the pride of the German merchant marine and which later won sterling honors under the American flag in the war against Germany.

Force of Eighty Men at Work.

Therefore a force of eighty men is kept at work daily searching the great ship—mere shell as she is—for the first signs of disintegration and deterioration. The tremendous surface of steel plating, the vast and complicated machinery, the enormous surfaces of paint require incessant inspection and repair. All of this makes up the month's and year's cost that Uncle Sam is paying while he tries to make up his mind what to do with the great vessel.

Rear-Admiral William S. Benson, U. S. N. (retired), and present head of the Shipping Board, is extremely hopeful that something satisfactory regarding the future of the Leviathan can be evolved within the next few months, but Admiral Benson admits frankly that the Shipping Board has not been able to come to a definite conclusion, and that the Leviathan remains to-day what she was a year ago—a white elephant among ships.

"The best opportunity that the Government had to get the Leviathan restored to passenger service and as the star ship of the American merchant marine was blocked by the injunction suit brought by W. R. Hearst a year ago at the time the International Mercantile Marine submitted a bid of \$3,500,000 for the ship and offering also to recondition her at its own expense, making the total cost to the company perhaps \$12,000,000. That offer was made before I came to the Shipping Board, but in my opinion it was a fair offer, fair to the Government, I mean. Since then the Shipping Board has asked for bids, but in every instance the offers made were absurdly low—out of the question.

"The France and Canada Corporation, for example, offered \$3,000,000, but this was contingent upon a loan of \$6,000,000 being made by the Shipping Board to the corporation to pay the cost of refitting and refurnishing the Leviathan and restoring her to service. The Shipping Board could not then, nor can it now, see its way clear to make any such arrangement.

An Arrangement Sought.

"What we hope to do is to make an arrangement with one or another of the large steamship concerns to lease the Leviathan and put her back upon the seas as the finest vessel flying the American flag. It is more than possible that such an arrangement can be made. There is nothing to worry about in the fact that for the present the Leviathan is idle and unproductive. I figure that the longer she remains as she is, up to a certain point, of course, the more money will be saved in reconditioning. A year ago she could not have been refitted and restored to service for less than \$10,000,000. The fall in labor costs and cost of material has resulted in a potential saving of about \$2,000,000 already. By the time we conclude an arrangement concerning her the cost of conditioning may drop to around \$6,000,000.

"People may wonder, doubtless, why it is that the British Government has been able to put into passenger service great ships of the general type of the Leviathan. The British received the Imperator, only slightly smaller than the Leviathan. To them was allocated also the Bismarck, sister ship of the Leviathan. They had on their hands, too, their own Mauretania and Aquitania. Those four, the two ships they took over from the Germans and their own two, are the largest passenger ships in the world except for the Leviathan. The reason the British were able to get these boats to sea and make them work was that their ways of doing things are not the same as ours.

"In the first place, when their ships were prepared to be used as transports the furniture and fixtures removed from them were stored away. When the time came to refit the ships these furnishings and fixtures were simply taken from warehouses and reinstalled, much money being saved. In the case of the Leviathan, her furniture and fixtures were junked when she was made over into a transport. That had to be, because there was no time to waste. Converting the Leviathan for transport service was a war emergency job. But everything that goes into her now when she is restored will have to be bought new.

Comparative Operation Costs.

"It is much cheaper to operate British ships, as is known, than it is to run American vessels. Moreover, the policy of the British Government toward their merchant marine has been very different from the policy of our Government. Apparently the British Government virtually gave some ships to the Cunard line on the theory that it was worth while to get these ships into service as a great advertisement for the whole British merchant marine.

"Of course, the Leviathan should be back in the service, but the problem is not so simple as it might look. We are going to think it out carefully and see if we can arrive at a fair plan for operating her. In the meantime I can state that she is in first class condition. Except for her engines she is little more than a shell, of course, but engines and hull are being kept up to the mark of perfection. She is ready to go back to work any day."

Admiral Benson intimated that the Shipping Board will take up the Leviathan problem very soon in an effort to dispose of it permanently.

Probably W. F. Gibbs, chief of construction of the International Mercantile Marine Company, knows more about the Leviathan than any other single person. When the Government put up to the International Mercantile Marine the job of surveying the Leviathan with the idea of refitting her and restoring her to service an effort was made to obtain the original plans of the vessel from her former German owners of the Hamburg-American line. The former owners calmly demanded \$1,000,000 for the plans and naturally the demand was refused. Thereupon Mr. Gibbs and his

assistant went back to the first principles of ship building and studied out every curve and angle. When they finished their work the United States Government was in possession of a new set of plans just as good and as accurate as those of the German builders. Gibbs knows the Leviathan from stern to stern.

Upkeep a Technical Task.

"The proposition is this," Mr. Gibbs said yesterday to a reporter for THE NEW YORK HERALD. "On January 20, 1920, the International Mercantile Marine offered to take the Leviathan off the Shipping Board's hands, paying \$3,500,000 for her and assuming the great cost of reconditioning. Then came the Hearst injunction suits, which blocked this and other sales. Understanding that the care and upkeep of a ship as big as the Pennsylvania Hotel and containing the vastest and most complicated engines the sea knows was a job requiring technical knowledge. The Government gave the International Mercantile Marine the task of caring for the Leviathan at her Hoboken pier. We have kept a force of eighty men aboard constantly. Every day squads of these men, assigned to special duties, inspect the ship. They watch out for signs of disintegration in plates or woodwork. They go over the engines scrupulously. Everything is done to fend off decay. So far the Leviathan, as Admiral Benson states, is in first class shape. She could be put back into service quickly enough on the basis of the plans we have worked out.

"Speaking as an American citizen and not as an official of the International Mercantile Marine, I say that it is a shame the Leviathan is not now at the British merchant marine."

A Charter Probable.

"I say the Leviathan ought to be at work. How to get her there is something else again. A year ago the International Mercantile Marine was willing not only to pay \$3,500,000 for her but to assume the immense cost of reconditioning. But times were flush then. Travel was more extensive. Things have tightened up. It is doubtful in my judgment if any steamship concern would care now to assume the immense financial burden and risk of paying for the reconditioning of the Leviathan. It would cost probably \$6,000,000 now.

"The only way I see out of it is for the Shipping Board to enter into some chartering arrangement with a steamship company whose fleet is big enough and whose interests are broad enough to enable it to use the Leviathan at a profit. I believe the great vessel could be operated profitably if the company operating her were not compelled to assume too great a financial burden at the start. I imagine that the Shipping Board will see this in time and that such a chartering arrangement will be made."

The Leviathan is a young ship, vast as she is. On April 3, 1913, she was launched at Hamburg for the Hamburg-American company. She is 54,000 tons, 350 feet long and nearly 100 feet beam. Before she became an American transport and was stripped of the hull she was one of the most luxuriously appointed passenger ships afloat. Her cabins were extra large, all the first cabin state-rooms having had brass beds. Other luxuries included a Roman swimming pool, Turkish baths and electric baths, swimming pools, a running track and squash courts and billiard rooms.

Just before the United States entered the war her German crew, which had remained aboard her when she was interned and tied up at Hoboken, tried to disable her engines, and made what they thought was a thorough job. The Government's experts defeated the plot and restored the Leviathan's machinery to service within a few months, largely through the success of an electric welding process. Then her expensive fittings were ripped out, she was made into a transport and she began her honorable war service of ferrying American soldiers across to France. In round numbers she took over almost 100,000 men, making nine round trips, constantly in danger from the German U boats that were under stern orders to put her out of business. On one occasion she fought off two submarines. It was on the Leviathan that Gen. John F. O'Ryan and his staff of the Twenty-seventh division returned from the war, and it was the Leviathan which brought home Gen. Pershing and his staff.

A SHIP AND GLORIES DEAD

LEVIATHAN, IDLE, PROVING COSTLY TO UNCLE SAM

Eighty Experts Keep Great Liner From Rust and Rot.

A problem that is proving a mighty costly one for the United States Shipping Board to solve is the question of the disposition of the greatest vessel that ever sailed the seas—the U. S. S. Leviathan, once the German Vaterland. Idle and dismantled at her pier in Hoboken, this giant mistress of the seas—now known as the "white elephant" of the ocean, is costing Uncle Sam about \$65,000 a month, or \$780,000 a year, and for no other reason than to keep the rust and rot at bay.

It is estimated by experts that the Leviathan's year and a half of enforced idleness at her Hoboken pier has cost the United States Government about \$1,000,000 in round figures, the net earnings the vessel would reap had she been operated, during her period of idleness, as a passenger carrier. But that is not all. To this \$1,000,000 must necessarily be added in calculating the financial burden her idleness is placing upon the Government, \$1,170,000 which it costs the country to keep the ship from falling apart, as well as the \$2,000,000 worth of furniture which was relegated to the "junk heap" when the vessel was converted into a transport.

Unlike the English Government, which carefully stored the furniture from the Mauritania, Aquitania and Olympic away when the vessels were altered for troop-carrying purposes, the Leviathan's furniture and fixtures were irreparably lost, so that to date and entirely aside from her transport service, the Leviathan has cost the Government \$4,170,000—a cost that represents nothing but a "dead loss." A force of eighty men is kept at work daily, merely to be on the alert for disintegration and deterioration, and all of this makes up months and years of cost while Uncle Sam tries to make up his mind what he will do with the giant craft.

Rear Admiral William S. Benson, head of the Shipping Board, is extremely hopeful that something satisfactory regarding the future of the Leviathan can be evolved within the next few months, but he frankly admits that the Shipping Board has not been able to come to a definite conclusion and that the Leviathan is today what she was a year and a half ago—the white elephant of the sea.



The cozy corner. Note hand-carved figures on both sides of fireplace.

RUST NOT EATING LEVIATHAN'S HULL AT HOBOKEN DOCK

Her Idleness Costs Millions of Public Funds.

(Pictures on Page 20)

Will the U. S. Shipping Board spend the six million dollars necessary to restore to service the greatest ship that ever sailed the seas, the U. S. S. Leviathan, or will it decide to add more millions to the large sum already expended in keeping the ship in idleness and lose the earnings that are anticipated from the gigantic ocean liner?

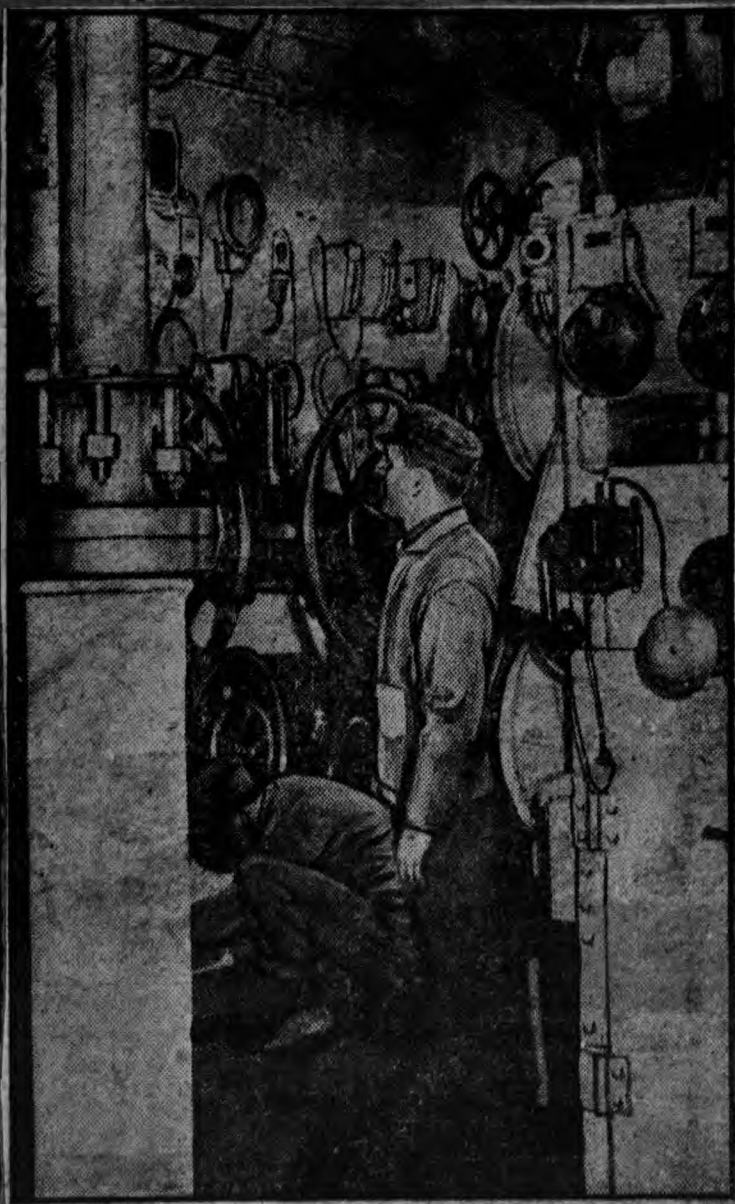
The replacement value of the Leviathan is estimated today at twenty-two million dollars.

SHIP NOT RUSTING

Far from rusting and rotting away at Hoboken, as popularly supposed, the DAILY NEWS reporter who inspected the vessel yesterday from top to bottom, found it in good condition. The enormous engine room, especially, gave an impression of fitness. The great blotches on the funnels of the ship, viewed with apprehension by commuters on passing ferryboats as rust, proved on closer inspection to be red lead.

Two hundred men are employed to keep the ship fit. The outside plates of the hull and smokestacks are being scaled by a gang of men, who are red-leading the surfaces cleaned, preparatory to painting.

The ship is in charge of Captain John C. Jamieson, a veteran officer, under whose supervision every effort is made to keep the elements from damaging the ship.



Operating panel for main turbines in engine room.

SIXTY GUARD VESSEL.

In December, 1919, under contract with the Shipping Board, the Leviathan was turned over to the International Mercantile Marine Company pending a permanent disposition by the Government. Having under consideration the conversion of the liner into an oil burner, plans and specifications were drawn up at a cost of \$200,000, after the German interests demanded \$1,000,000 for the plans in their possession.

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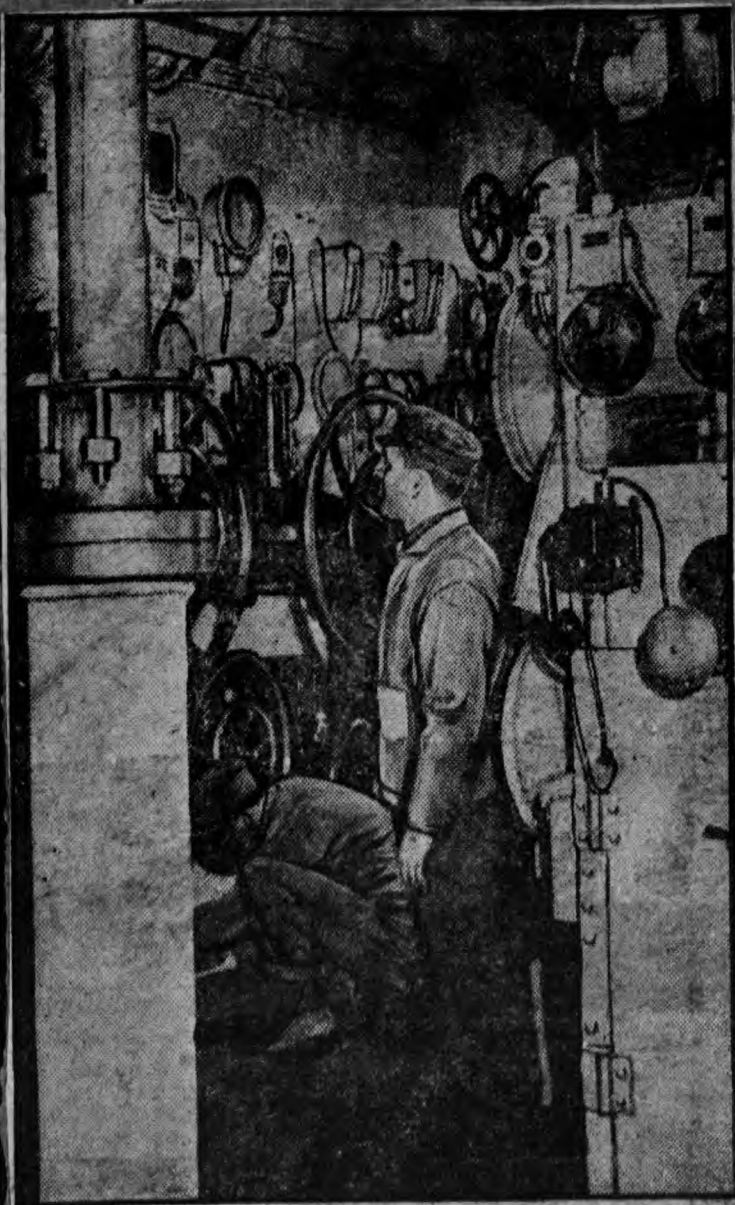
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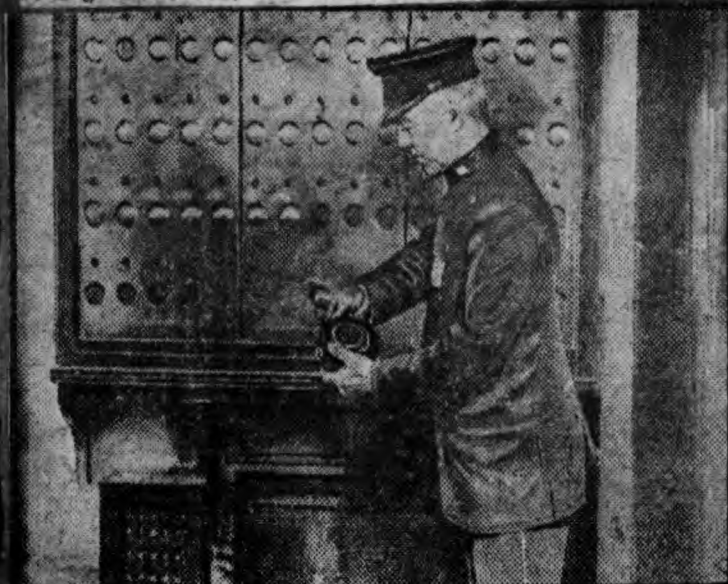
Library is turned into a workshop. (NEWS photos)



Capt. J. C. Jamieson

A RAPID REFITTING of the U. S. S. Leviathan, now tied up at a pier in Hoboken, N. J., is urged by experts, from a sound business point of view. It is estimated that the vessel's eighteen months of idleness has alone cost the government about a million dollars in net earnings. The replacement value today is estimated at approximately \$22,000,000. Officials wonder whether the United States Shipping

Board will spend the \$5,000,000 necessary to restore to service the vessel that, as a transport, carried 60,000 of our soldiers to France, or whether it will decide to add more millions to the large sum already expended in keeping her in idleness and lose earnings that are anticipated from the liner. The Leviathan is shown to be in good condition, far from rusting or rotting.



Central fire alarm station. Watchman punching clock.

LEVIATHAN MAY BE REFITTED AT \$12,000,000 COST

Would Transform Ex-German
Liner Into the World's
Finest Ship

OR HAUL BOAT OUT TO
SEA AND SINK HER

Whether the Leviathan shall be refitted at a cost of \$12,000,000 into the finest ship in the world—as it is now the largest—or hauled out to sea and sunk, will be decided by the United States Shipping Board within the next thirty days.

Albert D. Lasker, chairman of the board, says if the re-conditioning of the boat, which is now only a hull and engines, is attempted, it will be upon a scale never before attempted by any country.

The vessel will be made into a floating palace, so luxurious that no steamship company will find it practicable to produce her equal.

"The Shipping Board's idea, if we decide to recondition the Leviathan, will be to use her as an announcement to the world of what can be done in America's shipyards and by American merchants," Lasker stated.

The International Mercantile Marine will operate the vessel for five years in case this is done, according to P. A. S. Franklin, its president.

Is Not Stuck in the Mud.

Chairman Lasker was shown through the Leviathan at Pier 4, Hoboken, Saturday, by F. W. Gibbs, chief of construction of the American Line, who has been in charge of the vessel during its two years' idleness.

The Leviathan was found to be afloat, with her engines in good condition, contrary to recent rumors that she was rotting in the mud. A crew of 100 is stationed aboard and sixty draftsmen are at work on plans for her reconditioning. The cost of keeping her in her present condition is \$45,000 a month.

Accompanying Chairman Lasker and Mr. Franklin were J. Baroton Snell, William J. Love and A. J. Frey, vice-president of the Emergency Fleet Corporation and also director of operations of the Shipping Board; David

Lindsay, in charge of the third cabin department of the International Mercantile Marine Company; William C. Teagle, president of the Standard Oil Company of New Jersey, to whom President Harding offered the chairmanship of the Shipping Board; Commander R. D. Gibbs, U. S. N.; Commander V. V. Woodward, U. S. N., the latter two officers being attached to the Shipping Board, and W. F. Gibbs, chief of construction for the American Line, and the man who directed reproduction of the plans of the Leviathan when the Germans refused to turn over their original plans for that vessel for less than \$1,000,000.

Prefers It to Be Oil Burner.

As the party was crossing the North River Mr. Gibbs explained to Chairman Lasker and Mr. Franklin that as the Leviathan stands it would be inadvisable to operate her unless she was converted into an oil burner.

Mr. Gibbs declared:

"The Leviathan could get out of her dock tomorrow and sail anywhere in the world, in fact, she could go out today if she was not hampered by the lack of fuel aboard. She has at no time rested on the bottom of the slip as there is forty feet of water underneath her, and she is very light."

Chairman Lasker was asked why it cost \$45,000 a month to keep the Leviathan in condition. Mr. Lasker referred the question to Mr. Gibbs, who replied:

On Par With Best Hotel.

"It is for fire guards, for fuel to keep her in condition, and to make general repairs. You know the engines are turned over each week and everything is done to keep her in perfect condition. As I said a moment ago, she could sail tomorrow."

Mr. Lasker explained that the \$12,000,000 would cover everything in the way of refitting, such as room furnishings, wood work, floor coreing, table linen and silver—in fact, make her on a par with the best hotel in the world.

"As I understand it, every company and every company builds boats such as this as advertising for their merchant marine. The Shipping Board has already spent \$2,000,000,000, and we are doing everything to curtail possible extravagance. I want it to be known, however, that we will be extravagant to the utmost limit on this boat if we decide to recondition her."

Plenty of Liabilities.

He was asked at this point how many bids had been received regarding the reconditioning of the boat, and he said he did not know.

"The Shipping Board has 'assets' which we find to be mostly liabilities," he continued. "The chief among these are wooden ships costing the government \$240,000,000 of the taxpayers' money, which have either to be sold, salvaged or sunk before October 1 of this year. If the worst comes to the worst, they will make ideal airplane targets."

He said the Leviathan would not start to make money for two years.

Mr. Lasker was asked if he did not think this was an extremely long time to condition a vessel. He replied:

"This typifies the Shipping Board's new problem. If we work intelligently and with business acumen, we must not figure too short a time and we honestly believe it will take two years to see results. You know it will take six months for plans and specifications regarding the interior decorating to be made ready."

Hold Good Title.

He was asked if he believed the Shipping Board had a complete title to this vessel, to which he replied:

"While we haven't settled with Germany for her, as yet, I believe that that is a matter easily overcome. A boat of this kind today would cost \$30,000,000 to build, whereas we can accomplish the same purpose by rebuilding this boat for \$10,000,000 or \$12,000,000.

He was then asked: "Do you believe the Allied Reparations Commission would attempt to claim title to the Leviathan?"

"I certainly do not," Mr. Lasker replied.

"Who will operate this boat?" was the next question.

"If we recondition her, I do not know," said Mr. Lasker.

"Will the International Mercantile Marine get her?"

"I don't know," said Mr. Lasker. "I have heard they have some sort of an agreement. I don't know just what it is. Whether it is for operating her or not, I do not know. Maybe Franklin here can enlighten us on that agreement."

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