

THE EVENING SUN
will publish at least two editions to-day
giving the latest news of the Lusitania
disaster, the war and other
developments.

The Sun.

THE WEATHER FORECAST.
Fair to-day and to-morrow; moderate
southwest to west winds.
Highest temperature yesterday, 75; lowest, 59.
Detailed weather, mail and marine reports on page 15.

VOL. LXXXII.—NO. 251.

NEW YORK, SUNDAY, MAY 9,

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PRICE FIVE CENTS.

1,214 LOST ON THE LUSITANIA, INCLUDING 137 AMERICANS; MANY SURVIVORS NEAR DEATH OF EXHAUSTION AND SHOCK; FROHMAN'S BODY IDENTIFIED; NO NEWS OF A. G. VANDERBILT

Wilson Is Taxed to Utmost to Check Rising Tide of Wrath Against Germany

Messages Pour In Upon President,
Some Urging Him to Act at
Once and Others to Pro-
ceed Cautiously

EXECUTIVE ISOLATES HIMSELF TO FIX A COURSE SATISFACTORY TO COUNTRY

Washington Officials Admit That the Ad-
ministration Faces a Real Crisis, the
Outcome of Which Is Obscure

WASHINGTON, May 8.—Officials here
fear that the wave of anti-German
feeling which is beginning to roll up
in this country has just started to
gather in strength and that the Presi-
dent and his supporters will be sorely
taxed to hold it within bounds.

This is the one danger in the pres-
ent situation that is alarming to the
Washington authorities.

It was learned that many telegrams
poured in to-day on Government of-
ficials and that a majority of these
urged vigorous action. Some, how-
ever, from well known men through-
out the country advised with great
earnestness extreme conservatism and
caution on the part of the Washing-
ton administration.

The President's chief advisers to-
day are the latter class, two of whom
are particularly prominent.

It is understood that the President
has been advised to take a course
which will be a compromise between
the two extremes.

It is generally conceded that the
strong tendency of the American note
to Germany on the war zone make it futile
to write further notes unless there is
behind them the necessary determination
to act.

German emissaries in this country
have already indicated clearly enough
what will be the attitude of the Ger-
man Government, so that the United
States will be merely exposing itself to
humiliation in the eyes of the world if
it protests again and lets the matter
rest at that.

Reports from London and expressions
in diplomatic quarters here impress
clearly the expectation of the rest
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at all.

The question of how long here is
What can be done? And the answer
seems to be "nothing, unless the United
States is willing to adopt extreme
measures if necessary."

to destruction by the German opera-
tions.

The other view is the legal one and
the view of prudence and conservatism.
Justification in law for the German acts
is found by those holding this view;
responsibility for their destruction is
placed largely on the victims of the
German operations, and finally the danger
of the United States becoming involved
in the war is pointed to as proving the
unwisdom of taking any other view.

Publicly Washington officials seemed
certainly to be inclined to-day toward
the latter view.

Pleas to the public not to get excited,
to suspend judgment, to await the de-
termination of all the facts, emanated
from many official quarters. This was
particularly the case in regard to those
officials whose training is all political.

Senator Stone of Missouri, chairman
of the Foreign Relations Committee, who
has been urging an embargo on the ex-
portation of arms as a reprisal
against the British treatment of cotton
knives, both issued statements call-
ing attention to the same circumstances.

The Lusitania disaster, these state-
ments are most prominently mentioned
by the Germans.

Both expressed the opinion that the
attack of the Lusitania was a much more
serious case than the Lusitania case.

On the other hand, officials whose
training has been decidedly in the
legal line, privately made no secret
of their feeling that the American peo-
ple would do well to consider that there
is a limit to which toleration may
wisely be carried.

Dillydallying Opposed.
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strong tendency of the American note
to Germany on the war zone make it futile
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Wilson Announces He Will Act Deliberately and Firmly

WASHINGTON, May 8.—The first word
from President Wilson on the sinking of the
Lusitania came to-night. It amounted to an
assurance to the country that the President would
with the situation deliberately, but with firmness.

This was the statement given out at the White
House:

"After a conference with the President at
White House this evening Secretary Tumulty said:

"Of course, the President feels the distress
the gravity of the situation to the utmost and is

considering very earnestly but very calmly the right
course of action to pursue. He knows that the people
of the country wish and expect him to act with de-
liberation as well as with firmness."

To those who are familiar with President Wilson's
character of mind and his extreme conservatism as
regards foreign affairs the brief White House state-
ment was significant.

The fact that the statement was issued at all was
an acknowledgment that strong pressure already is
being exerted on the White House by the general pub-
lic for vigorous action on the Lusitania case.

KIN OF MISSING SEEK HOPE AT CUNARD OFFICE

Many Weep When Survi-
vors' Lists Fail to Show
Loved Ones' Names.

DISAPPOINTMENT LOT OF NEARLY ALL

The Cunard Steamship Company's
offices were the great center to-
day for the hearts of friends and
relatives of passengers on the Lusitania
turned yesterday for news of
survivors or of tragedy.

But up to a late hour last night the majority
of the inquiries seeking information
in person, by telephone or telegraph,
were left unanswered.

Reports from London and expressions
in diplomatic quarters here impress
clearly the expectation of the rest
of the world that the United States
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NATIONWIDE HORROR AROUSAL BY DISASTER

Consensus of Opinion Expressed by "Sun" Correspon-
dents Condemns German "Massacre"
Prof. Wendell.

The Sun, through its correspondents in
various cities, has endeavored to
secure fair and unbiased ex-
pression of public opinion in widely separated
sections of the Lusitania as expressed
by newspapers and men of state.

The consensus of the opinion
unanimous, except among Ger-
mans, without giving an opinion
Prof. Barrett Wendell of Har-
vard University, using the
New England by using the

In New York, as in other
diversity of opinion as to the
pursue; but a revulsion of
warfare was apparent every-
where; the more moderate was
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Germans generally ex-
pressed, including that Amer-
ican publication of the German

action by the United States
might result in pulling her into
the war because of the Lusitania's
sinking. Dr. Debnburg said:
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RUSH TO BOATS PROVED FATAL, SURVIVORS SAY

Launching Was Delayed
and in Some Cases En-
tirely Prevented.

STEWARDS BLAMED FOR CRY OF "NO DANGER"

Special Cable Despatch to THE SUN.
QUEENSTOWN, May 8.—A number
of the survivors of the Lusitania
were taken to Kingstown to-night, to go from
there to London. They went in a
special train attended by nurses and phys-
icians with every care and accommo-
dation. Queenstown is still like a city
of the dead. The suffering in the hospitals
and the search for relatives for rescue
continue incessantly. The military
authorities are assisting the Americans, nearly all
of whom are without ready cash.

Those who were the least injured by
their experience told highly dramatic
stories to-day. Many of them assert
that the submarine never appeared
above the surface before or after tor-
pedoing the Lusitania and they agree
that two big torpedoes hit the ship,
tearing her hull to pieces. They differ
as to the time she remained afloat there-
after, some saying as low as ten
minutes, others as high as half an hour.

Saw Torpedo on Way.
One of the most connected and thrill-
ing stories of the tragedy was related
by young Ellison Myers of Stratford,
Ontario, who was en route to join the
British navy as a cadet.

"I had just gone to the upper deck
with two friends for a game of quoits,"
he said, "when one of them looked over
the side. He cried as he saw a streak:
'There's a torpedo coming right at us.'
We watched until it struck. Then we
rushed to the boat deck as a huge mass
of splinters and wreckage came down
upon us. The second torpedo struck the
line just four minutes later and simply
shattered the hull. The first torpedo was
enough to have sunk the Lusitania, but the
second completed the task.

"Many of the women were panic
stricken. I met one who almost fainted
with fear and tried to calm her. I then
helped her into a boat. I then saw
another boat that was nearly swamped.
I got on board. Others followed me.
We hailed for all we were worth. A
crowd of men clambered in, nearly
swamping it again. Nobody had a
knife, but I found a hatchet and cut the
boat clear.

We were about 200 yards away when
the Lusitania sank. The shrieks of the
people as they were drawn down by the
suction were appalling. We had to pull
away as hard as we could to get away
and not be drawn under. Our boat being
many as we could, our boat being
crowded to capacity. The ship simply
sank like a stone at the finish, her en-
tire bottom being literally torn out by
the explosions.

The scene at the end was terrifying.
Although many of the passengers were
adjusted their lifeboats they were
drawn by the terrible suction of so
down a steamer. Mothers, with their
babies clamped in their arms in death,
were found by the fishing fleet which
finally rescued us. They had been un-
able to get on board the boat which
had advanced information that the

Charles Klein, Hubbard and Justus Forman Are Also Believed Lost

Only 703 of Big Cunarder's 1917 Pas-
sengers and Crew Have Been
Heard From—Survivors in
Pitiful Condition.

STORIES OF TERRIFIC SUFFERING TOLD BY PASSENGERS RESCUED

Bodies of Women and Children Recovered
From the Sea Sent to Queenstown Morgue
---Attack Described by Passengers

Special Cable Despatch to THE SUN.
LONDON, May 8 (midnight).—The latest information ob-
tainable indicates that 1,214 men, women and children perished
in the destruction of the Lusitania by a German submarine, of
whom 137 were Americans. This death list will be added to be-
cause some of the victims in the hospitals at Queenstown are
not expected to survive the shock of their experiences.

The body of Charles Frohman, the New York theatrical
producer, has been identified in the temporary morgue at the
Queenstown Town Hall, and it is practically certain that among
the other well known Americans to perish were Alfred Gwynne
Vanderbilt, Charles Klein, the playwright; Justus Miles For-
man, author and playwright, and Mr. and Mrs. Elbert Hubbard.
It has been impossible to find these bodies among the 200 in
Queenstown, but word from every point of the Irish coast fails
to bring any tidings of their safety.

It is now definitely established that there were 1,917
persons aboard the Lusitania. Of these, 1,214 were Americans. Only 703
of these first cabin passengers have been reported alive. There
were 599 in the second cabin, of whom 66 were Americans,
and the survivors' list so far reaches only 160. There were
361 persons in the third class, of whom 17 were Americans,
and there were 667 in the crew.

Queenstown People Eager to Assist.
Practically all of the survivors are in Queenstown. The
Admiralty tug Stormcock took 160 of them there late last
night; the Cock and the Indian Empire, armed trawlers, car-
ried 200 more; the Flying Fish brought 100; the three tor-
pedo boats 40; and steamers, fishermen, motor boats and
tugs accounted for the others. Some of them went to the con-
centration point by way of Kinsale and others from ports
nearby.

There is no doubt the Irish seaport has opened its heart to
the sufferers by the appalling calamity. Not only have all the
hotels turned over quarters to whomsoever may ask, but private
citizens, from fishermen to gentry, have been as quick to re-
spond. Surgeons and physicians summoned from as far as Dub-
lin are able to commandeer any residence for a hospital, and
they have a hundred volunteer nurses to aid them. The cloth-
ing establishments have generously turned over any article of
clothing needed and the private citizens have done the same.

The hysterical, shivering, stunned men and women who
came in during last night were in sore need of all this. Many
had been hours in the water when they were picked up. Nearly
all of them had discarded everything possible to keep them
afloat. Women came in wrapped in blankets, several wore men's
clothing, nearly all were shoeless, and a great many without
stockings. Such of these as were not sent to the hospitals
were at once clothed and have tried to forget a little the hor-
rors of yesterday.

Search for Bodies Continues.
The Admiralty, the Cunard Line and all local authorities
are doing everything they can to ascertain the truth. Ad-
vanced information that the

THE SUN TO-DAY
CONSISTS OF SIX SECTIONS

Wilson Is Taxed to Utmost to Check Rising Tide of Wrath Against Germany

Messages Pour In Upon President, Some Urging Him to Act at Once and Others to Proceed Cautiously

EXECUTIVE ISOLATES HIMSELF TO FIX A COURSE SATISFACTORY TO COUNTRY

Washington Officials Admit That the Administration Faces a Real Crisis, the Outcome of Which Is Obscure

WASHINGTON, May 8.—Officials here fear that the wave of anti-German feeling which is beginning to roll up in this country has just started to gather in strength and that the President and his supporters will be sorely taxed to hold it within bounds.

This is the one danger in the present situation that is alarming to the Washington authorities.

It was learned that many telegrams poured in today on Government officials and that a majority of these urged vigorous action. Some, however, from well known men throughout the country advised with great earnestness extreme conservatism and caution on the part of the Washington Administration.

The President Wilson is known to follow the latter extreme view and to isolate himself to fix a course satisfactory to the country.

Understandings the outward calmness of Washington officials and the obvious desire to set a good example for the country, Washington had no doubt tonight that the national Government was confronted with a real crisis.

Decisions as to the outcome must be regarded as unwarranted at this time because of a lack of knowledge of the two factors which will have most to do with determining the Government's final decision.

These factors are President Wilson's

public opinion. Without underestimating the strength of the latter, it would be difficult in view of the peculiar personality of the President to say which will prove the stronger force.

In a sense the Administration at present may be regarded as in the attitude of waiting to be told by the country what the American people wish to do about the situation confronting them.

This, however, is only partly true. The most significant fact about the situation as it has developed here in the last twenty-four hours is the apparent effort of President Wilson by isolating himself to give his mind full play in grappling with the problems presented.

Wilson Proceeding Alone.

It is a remarkable fact that not since the Lusitania went down has the President summoned a single Cabinet adviser, not even Secretary Bryan, to talk with him. He has taken long drives and walks alone, preparing himself for the proposals which he will submit for discussion to his Cabinet advisers.

The President's action is regarded here not so much as an exhibition of placidity under the most disturbing conditions as it is an evidence of his complete appreciation of his personal responsibility as trustee of the safety of Americans abroad and their interests.

There is every reason for believing that in the President's mind there is proceeding a great struggle, the outcome of which will find his decision so firmly made up that only the most extraordinary forces can change it.

Meantime the State Department and the Cabinet have no more information than the public as to what is going to be done.

The messages received here by officials today from all parts of the country are regarded as the first signs of what is expected to be a great conflict between the two opposing views that may be taken of the Lusitania sinking.

Two Views of the Case.

There is the human view, which takes into consideration only the facts that the armed forces of Germany have been used against American lives, including those of women and children, who have been deliberately destroyed or exposed

Truthful, Balanced, Responsible, Unexcited. Get the Evening Post Sunday Extra to-night.—Adv.

Wilson Announces He Will

WASHINGTON, May 8.—The first word of President Wilson on the sinking of the Lusitania came to-night. It amounted to an assurance to the country that the President would with the situation deliberately, but with firmness.

This was the statement given out at the White House:

"After a conference with the President at White House this evening Secretary Tumulty said: 'Of course, the President feels the distress and the gravity of the situation to the utmost and is

KIN OF MISSING SEEK HOPE AT CUNARD OFFICE

Many Weep When Survivors' Lists Fail to Show Loved Ones' Names.

DISAPPOINTMENT LOT OF NEARLY ALL

The Cunard Steamship Company's offices were the great center to which the hearts of friends and relatives of passengers on the Lusitania turned yesterday for news—news of survivors or of tragedies. But up to a late hour last night no majority of the inquiries seeking information in person, by telephone or telegraph were left unanswered. As the rescue work on the Lusitania continues, the list of the dead or missing grows longer.

Many friends and relatives of almost two-thirds of the persons on board the ship were on hand. It was certain that only about one-third had been saved. Figures, reached and worked over, showed that the total number of passengers on the vessel were 1,250, divided as follows:

First cabin, 150.
Second cabin, 598.
Steerage, 361.

The total number of the crew was 657, according to the figures filed with the United States Public Health Service in the Custom House yesterday before the ship sailed.

The total number on shipboard at the time the Lusitania was struck by a torpedo was 1,907. In view of the total number of survivors it was clear that the thousands who turned to the Cunard

Information Urgently Sought.

The Cunard officials used every means to get the names of all survivors. They obtained lists from the various news agencies. They had an arrangement with the cable companies by which they received from those agencies the names of persons known to have been saved. They had a promise from inquiries to send information immediately friends received word of the safety of persons on the ship.

By all those means, however, they were able to compile less than half of the reported survivors before nightfall. But long before the offices were closed a boat for Liverpool and their names would be taken down as they boarded the boat.

In the morning came the first big pathetic scene, when the first list of the survivors—and it was such a short list—was read to waiting relatives and newspaper reporters. A man with a strong voice read the names. In the throng were a few relatives of survivors and occasionally an exclamation of joy was heard as a name was read.

But when the list had been finished a man and woman stepped forward and asked one of the clerks to look for a name. Every time the inquirer met with disappointment, for the answer was "No information." Then, eager to give comfort, the employee would say: "But this list is incomplete. Several hundred were saved, you know, and there is a big chance." But the inquirer would beg the employee to look again and make certain that no word had been received.

Missing Man's Fiancee Faints.

Gertrude Ogbarger, a young girl attractively dressed in a blue serge suit with flowers trimming her hat, hurried into the office about noon. Breathless and excited, she asked for word of Louis Brilly, a second class passenger who had sailed for England on business. The clerk looked over his list—there was a check after the name of each passenger reported saved—and then shook his head. Miss Ogbarger insisted on looking at the list herself and then fainted. Brilly was her sweetheart. The couple were engaged to be married on June 1, almost immediately after his return

Continued on Second Page.

NATIONWIDE HORROR BY DISASTER

Consensus of Opinion Expressed by "Sun" Correspondents Condemns German "Massacre"

THE SUN, through its correspondence to secure fair and unbiased expression of the country regarding the Lusitania disaster, has endeavored to obtain a wide representation of public opinion in widely separated sections of the Lusitania as expressed by "Sun" Correspondents.

The fact that the statement was issued at all was an acknowledgment that strong pressure already is being exerted on the White House by the general public for vigorous action on the Lusitania case.

In New York, as in other parts of the country, there appeared to be a consensus of opinion among the "Sun" correspondents that the sinking of the Lusitania was a practically unanimous expression of the sentiment of the country, there appeared to be a consensus of opinion among the "Sun" correspondents that the sinking of the Lusitania was a practically unanimous expression of the sentiment of the country, there appeared to be a consensus of opinion among the "Sun" correspondents that the sinking of the Lusitania was a practically unanimous expression of the sentiment of the country.

THE LUSITANIA

CLIFTON, May 8.—Allegedly, the Lusitania carried American passengers on her ship as shields to protect her from the German submarine. Dr. DeBurg said: "The only way that any ship flying the American flag and not carrying the German flag will be as safe as a cradle."

"Great Britain declared the sea a war zone in the world," said Dr. DeBurg. "No protest was made by the United States or any neutral country. The British held up all neutral ships as contraband goods. The only way that any ship flying the American flag and not carrying the German flag will be as safe as a cradle."

THE ENGLISH NAVY.

CLIFTON, May 8.—Dr. Eugene Kuehnle, of the University of Breslau, Germany, and German exchange professor at the University of Chicago, who delivered a lecture here yesterday on "German Submarine Warfare," declared today that the sinking of the Lusitania by German torpedoes within ten miles of the English coast "ended the prestige of the English navy forever."

Regarding the loss of life he said: "Americans aboard that ship were responsible to no one but themselves for their lives. Every passenger on board that ship was notified personally that the Lusitania was to be sunk. The German Embassy advertised the fact in the newspapers throughout the United States that the passengers took the trip at their risk."

The torpedoing of the Lusitania proves that Germany is determined and has the power to crush any nation that tries to stand her out. The prestige of the English navy is gone forever.

It is shameful that England, with her powerful navy, is not able to protect her own commerce. With all her navy and her advanced information that the ship was to be destroyed and knew how the Germans were to wreck it."

AEROPLANE SALVATION.

Aviation Expert Says Airship Would Have Saved Ship.

Henry Woodhouse, governor of the Aero Club of America, said: "The small investment of \$20,000, the cost of two aeroplanes, would have saved the Lusitania, the terrible loss of life and an actual loss of over \$10,000,000."

The fleets of the warring countries have been and are daily protected from submarine attacks by the seaplanes by their thorough reconnaissances and it has been found that they can detect submarines and mines and thereby keep the path of the fleets clear. This has been the case in the North Sea and during the campaign against the Dardanelles.

"With two aeroplanes the Lusitania would have made herself immune from submarine attack. The danger from submarines is a daylight danger near coasts and this danger would be easily avoided."

Continued on Seventh Page.

RUSH TO BOATS PROVED FATAL, SURVIVORS SAY

Launching Was Delayed and in Some Cases Entirely Prevented.

STEWARDS BLAMED FOR CRY OF "NO DANGER"

QUEENSTOWN, May 8.—A number of the survivors of the Lusitania were taken to Kingstown to-night, to go from there to London. They went in a special train attended by nurses and physicians with every care and accommodation. Queenstown is still like a city of the dead. The suffering in the hospitals and the grief of relatives for survivors continue ceaselessly. The military aid of Ambassador Lodge has been asked and are assisting the Americans, nearly all of whom are without ready cash.

Those who were the least injured by their experience told highly dramatic stories to-day. Many of them asserted that the submarine never appeared above the surface before or after torpedoing the Lusitania and they agreed that two big torpedoes hit the ship, tearing her hull to pieces. They differed as to the time she remained afloat after the attack, some saying as low as ten minutes, others as high as half an hour.

Saw Torpedo on Way.

One of the most connected and thrilling stories of the tragedy was related by young Ellason Myers of Stratford, Ontario, who was en route to join the British navy as a cadet.

"I had just gone to the upper deck with two friends for a game of quoits," he said, "when one of them looked over the side. He cried as he saw a streak: 'There's a torpedo coming right at us.' We watched until it struck. Then we rushed to the boat deck as a huge quantity of splinters and pieces of water fell around us. The second torpedo struck the line just four minutes later and simply shattered the entire hull. The first torpedo was enough to have sunk the Lusitania, but the second completed the task."

"Many of the women were panic-stricken. I met one almost frenzied with fear and tried to calm her. I helped her into a boat. I then saw another boat that was nearly swamped. We helped for all we were worth. A crowd of men clambered in, nearly swamping it again. Nobody had a knife, but I found a hatchet and cut the boat clear."

We were about 200 yards away when the Lusitania sank. The shrieks of the people as they were drawn down by the suction were appalling. We had to pull away as hard as we could to get away and not be drawn under. We saved as many as we could, our boat being crowded to capacity. The ship simply sank like a stone at the finish, her entire bottom being literally torn out by the explosions."

The scene at the end was terrifying. Although many of the passengers had adjusted their lifebelts they were down by the terrible suction of the water. Mothers, with their children clamped in their arms in death, were found by the fishing fleet which finally rescued us. They had been unable to get on board the boats in time and were drowned when drawn under the surface by the undergird of the vessel."

Torpedoed Three Times.

Clinton Bernard of New York said: "It all occurred so rapidly that I hardly realized just what had happened. When I saw that we were sinking I jumped overboard without stopping to adjust a lifebelt. I picked up a piece of floating wreckage and clung to it. Finally a lifeboat came along floating bottom side up. I clung to it for a time and finally others came alongside and we managed to right it and climbed in. We rescued as many as we could reach. I saw the submarine just before it dived for the last time. It made no attempt to save any bodies."

The first torpedo struck the Lusitania between the first and second funnels," continued Mr. Bernard, "and the liner seemed to shake and then settle down a bit. Two other torpedoes followed. Four or five of the steamer's lifeboats went down with her. We floated for two hours before the rescue steamer arrived, but small fishing boats helped us materially before that."

H. M. Simpson, who was with Bernard from England, asserted that he and a friend helped her home.

Mr. and Mrs. James Scott of Lansing,

Continued on Second Page.

Charles Klein, Frohman and Justus Forman Are Also Believed Lost

Only 703 of Big Cunarder's 1917 Passengers and Crew Have Been Heard From—Survivors in Pitiful Condition.

STORIES OF TERRIFIC SUFFERING TOLD BY PASSENGERS RESCUED

Bodies of Women and Children Recovered From the Sea Sent to Queenstown Morgue ---Attack Described by Passengers

SPECIAL CABLE DESPATCH TO THE SUN.
LONDON, May 8 (midnight).—The latest information obtainable indicates that 1,214 men, women and children perished in the destruction of the Lusitania by a German submarine, of whom 137 were Americans. This death list will be added to because some of the victims in the hospitals at Queenstown are not expected to survive the shock of their experiences.

The body of Charles Frohman, the New York theatrical producer, has been identified in the temporary morgue at the Queenstown Town Hall, and it is practically certain that among the other well known Americans to perish were Alfred Gwynne Vanderbilt, Charles Klein, the playwright; Justus Miles Forman, author and playwright, and Mr. and Mrs. Elbert Hubbard. It has been impossible to find these bodies among the 200 in Queenstown, but word from every point of the Irish coast fails to bring any tidings of their safety.

It is now definitely established that there were 1,937 persons aboard the Lusitania. The ship was divided into two main sections, the upper and lower. There were 200 first class passengers, of whom 106 were Americans. Only 78 of these first class passengers have been reported alive. There were 599 in the second cabin, of whom 60 were Americans, and the survivors' list so far reaches only 100. There were 361 persons in the third class, of whom 17 were Americans, and there were 667 in the crew.

Queenstown People Eager to Assist.

Practically all of the survivors are in Queenstown. The Admiralty tug Stormcock took 160 of them there late last night; the Cock and the Indian Empire, armed trawlers, carried 200 more; the Flying Fish brought 100; the three torpedo boats and steamers, fishermen, motor boats and tugs accounted for the others. Some of them went to the concentration point by way of Kinsale and other Irish ports.

There is no doubt the Irish seaport has opened its heart to the sufferers by the appalling calamity. Not only have all the hotels turned over quarters to whomever may ask, but private citizens, from fishermen to gentry, have been as quick to respond. Surgeons and physicians summoned from as far as Dublin are able to commandeer any residence for a hospital, and they have a hundred volunteer nurses to aid them. The clothing establishments have generously turned over any article of clothing needed and the private citizens have done the same.

The hysterical, shivering, stunned men and women who came in during last night were in sore need of all this. Many had been hours in the water when they were picked up. Nearly all of them had discarded everything possible to keep them afloat. Women came in wrapped in blankets, several wore men's clothing, nearly all were shoeless, and a great many without stockings. Such of these as were not sent to the hospitals were at once clothed and have tried to forget a little the horrors of yesterday.

Search for Bodies Continues.

The Admiralty, the Cunard Line and all local authorities are doing everything they can to ascertain the truth. Admiral Cocks, in charge of the department of the navy for the district, has ordered every available craft under his command to search for bodies or to locate survivors, if by chance any are in a fishing village unknown to the public.

Representatives of Alfred Gwynne Vanderbilt of New York have arranged for a fleet of tugs to search for his body, while their agents ashore are visiting every point where he possibly might have been taken if picked up alive. Friends and relatives of other men, Mrs. Klein, wife of the playwright, friends of Mr. Forman and of the Hubbards, have sent cablegrams urging individuals to spare no expense to ascertain the truth. It is safe to say that this afternoon from Cape Clear to Waterford on the north every inlet, bay, fishing village, little port or large port was searched and every foot of the beaches scanned to find bodies of the dead.

The thirty-four hours that have elapsed since the big Cunarder was sent to the bottom without warning with her nearly 2,000 non-combatants has only served to increase the terrible anger of the country over the deed. There are no hysterical outbreaks, and except for some demonstration on

Continued on Second Page.

OPINION CONDEMNS SINKING

MANY URGE ACTION BY UNITED STATES

Robert R. Reed Complains of
"Unequivocal Defiance of
American Opinion."

C. S. DAVISON OUTSPOKEN

Judged by opinions heard all over the city yesterday there has been a great revulsion of feeling and Germany's cause has received a setback through the sinking of the Lusitania. In all parts of the city yesterday it was the one topic of conversation and the President's warning to be neutral in speech was sometimes forgotten.

In business offices, in stores, in clubs, theatres and on the streets Germany was censured. Even the "war boards" that have gathered in Printing House Square and in other places where war bulletins have been posted since the outbreak of the war have been the scene of the disputants resorted to blows to enforce their arguments.

The newspaper editorials showed a remarkable unanimity of opinion, but while these denounced the action, all urged their readers to keep cool.

Several letters have been received at the SUN office giving emphatic expressions of opinion. Robert R. Reed writes:

"The sinking of the Lusitania is a deliberate, forewarned and unequivocal defiance of America's position, whatever might have been said for it as an abstract proposition. An unequivocal defiance calls for no parleying. I believe the immediate withdrawal of our Ambassador and an appeal to neutral nations to boycott Germany in the name of humanity is the best. If not the only course open to us."

P. H. W. Ross, president of the National Marine League of the U. S. A., writes:

"Are we never to have proper American facilities for the ocean transportation of American lives? Are we forever to lean on such broken reeds as the Titanic and Lusitania? Is the flower of the American civilization to be forever at the mercy of the contingencies, exigencies and vicissitudes of foreign nations, in whose quarrels, ambitions and policies we have no part?"

Charles Stewart Davison has written a letter to Robert Lansing, Counselor of the State Department, Washington. He says:

"Germany, since she practices it, has beyond contradiction taken the position that the torpedoing without warning of passenger vessels belonging to nations with whom she is at war is a permissible act of war as tending both to create terror and also to hamper and impede the ordinary conduct of the affairs and therefore militate against the resources of her enemies. A part of that ordinary intercommunication between other peoples of the earth and Germany's enemies which is necessary for their prosperity and which therefore as a military measure Germany would so far as possible prevent, diminish and discourage is the free passage back and forth of the citizens of neutral nations. Any act done by Germany which tends to or is intended to accomplish that result is therefore 'an act of war' within the German definition.

"It follows that the act of the German Embassy in publishing broadcast in the United States simultaneously with the sailing of the Lusitania of a warning to American citizens not to travel between England and the United States on any English vessel was an act of war (More Germanic) and that the territory of the United States was thus used as a base of war. The same advertisement has appeared in the press again today. It is a repetition of an act of war within the United States and a repetition of the use of the territory of the United States as a base of war. It is also the most recent of a long series of 'acts of war' using the territory of this neutral nation as a base which have been committed by Germany. The permitting thereof by us is an unneutral act.

"A failure on the part of the Chief Executive to take actual measures to prevent such 'acts of war' with the territory of the United States as their base tends directly to embroil this country with other nations and to involve this country in responsibilities hereafter. It would therefore, unless the reasoning is defective at some point, constitute a high misdemeanor within the purview of Article 2, Section 4 of the Constitution of the United States relating to the removal of the Chief Executive."

NEED SUBMARINE LAW.

Prof. Usher Predicts New International Agreement.

St. Louis, May 8.—Prof. Roland G. Usher, author of "Pan-Germanism," said to-

day that in the sinking of the Cunard liner Lusitania a subtle issue of international law arises and that out of it will grow some agreement between the nations as to laws or rules governing submarines.

The United States need not be forced into a hostile attitude toward any nation because of the sinking of the Lusitania, Prof. Usher said. There is no international law covering such an attack as that made on the Lusitania, he declared. He said that international law must be divided into two kinds—the law of book writers and the law of practice, or cases deduced from actual happenings.

"Book writers' law is a law made up in the minds of writers and is their idea of what law ought to be," he said, "and it is nine-tenths of the international law of to-day, although the bulk of it has never been observed.

"By all principles of book law the sinking of the Lusitania is indefensible; but in practical law there have not been enough cases from which to form a rule of action.

"This latter law is based on the sinking of vessels usually by accident or by destruction of commercial vessels, such as the destroying during the civil war by the Alabama. In these cases the crews were taken off and there was no loss of life. These attacking vessels were large enough to accommodate the passengers and crew



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DISASTER AROUSES GENERAL HORROR

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NEW YORK COMMENT ON THE DISASTER

The following are extracts from editorial comments in New York newspapers of last evening.

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"Whatever the outcome, the result is sure. The blow at humanity, at civilization, at the world, hits Germany, harder still. Its effects will be cumulative. They will grow wherever there is response to impulses other than those which are wolfish, bloody and ravenous. They will convert Prussia, if not all German militarism, into a byword and a reproach. For the Von Tirpitz regime has drawn up its own indictment, and the finger points are in crimson. They are there to stay. They are there to blast a name as long as anything keeps a place on the tablets of the memory. They are there to alienate whatever was left of sympathy. They are ineffaceable."

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"This is an offence against all international law, against humanity, against the conscience of the world, against the honor and peace of this nation. It is an offence which is not in the slightest degree palliated by the warning which was given out by the German Embassy before the Lusitania's sailing. It does not excuse an unlawful act to give warning of it. On the other hand the warning aggravates the deed. The German Embassy's advertisement prior to the Lusitania's sailing is included in the offence, for it proves premeditation. 'It is to be hoped that President Wilson, in the action which he takes with

reference to this great wrong, will not feel himself under the pressure of popular indignation. He should act coolly; and we believe that he will act wisely; but weakness and hesitation will not represent wisdom. What Col. Roosevelt has said is true—that this act brings the slaughter of Belgium home to our own countrymen and countrywomen."

The Evening World.
"It has remained for Germany to proclaim a policy of cold piracy, and to pursue that policy with ruthless persistence. It has remained for Germany to tear up international conventions and throw them in the faces of neutral nations. It has remained for Germany to wage a kind of war that considers neither foe nor friend—whose method is, first and last, destruction—whose transcends all laws of God or man.
"What has Germany gained by sinking the Lusitania? She has not weakened the fighting strength of the British fleet. She has destroyed no significant portion of British wealth. She has struck no terror to the hearts of Englishmen. Nor has she overawed any other nation.
"She has only intensified throughout the world the indignation and horror which right thinking men feel for acts of wanton massacre. She has put herself beyond the pale of civilization. German policy adds up against the



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"The practical question before this country and its people is what our Government is going to do to secure redress for the slaughter of its citizens and to prevent the recurrence of similar events in this war or any other.

"The duty of this Government is sufficiently clear. In a formal and emphatic manner, not shrinking from explicit characterization, it should denounce the greatest international outrage that has occurred since the Boxer savages of China, with the countenance of a treacherous Government, attacked the women and children in the legations at Peking.

"The next thing should be the issuance of an invitation to the neutral countries which, like ourselves, are victims of the berserker fury of combatants in the present war to meet us in conference. This conference, conservatively yet firmly, should formulate just demands and indicate that, if necessary, they would be upheld by force."

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In the presence of their dead Americans can not and will not misunderstand the issue and the gravity of the present hour. Officers of the German Government, acting under orders, following a deliberate and reasoned policy, have murdered 137 American citizens. Women and children are among the victims of an atrocity unsurpassed in the history of civilized nations.

Two questions present themselves to the United States, to the Government and to the people. For the murders that have been committed there must be every reparation that human agencies can make in the face of an irreparable injury.

Every shred of international law, practice, tradition, demands that the German Government should disavow the act, punish the murderers, make such apology as can be made for what passes palliation. Questions of pecuniary damage, direct and indirect, should wait until the larger issue is settled.

There remains an even more patent duty, a more compelling obligation. There should come from the Imperial German Government a guarantee that there shall be no repetition of the present tragedy, no second massacre of American citizens, of American women and children travelling the high seas. The practice of murder and the policy of assassination must be renounced.

Failing these things, no American should misunderstand the meaning of the present crisis; no American should shrink from the facts that cannot be evaded or avoided. If Germany has once and for all embarked upon a deliberate campaign of murder directed against American citizens, there can be but one consequence—the end is inescapable.

We shall not make war now to avenge those who have been murdered, however white hot our anger in the presence of our dead. But we shall continue to avoid war, if the question becomes one not of avenging those who are dead, but of defending those who still live.

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"Is There Still Conscience Among Neutrals?" It Asks.

AMSTERDAM, May 8.—Referring to the destruction of the Lusitania, the Telegraaf says:
"The torpedoing of the Lusitania was a deliberate stage reproduction of the Titanic disaster. It was a premeditated crime against a passenger ship on which were 2,500 non-combatants; it is no longer outrageous; it has become fiendish.

"Does there still exist something like conscience among the neutrals? The neutral Powers remained silent when Belgian neutrality was trampled upon, when the Germans carried out practices profaning international law and when submarine assassins took their first victims. Will they now look on inactively? Only the spontaneous joint protest of



Roland G. Usher.

Prof. Roland G. Usher, author of Pan-Germanism, points out that there is nothing in international law to cover an attack such as was made on the Lusitania. He believes that one effect of the disaster will be the adoption of international rules covering the new developments in submarine warfare.

OPINION OF GERMANS HERE WIDELY DIVIDED

Some Justify Attack on Liner;
Others Call It Stupendous
Blunder.

The opinion among leading German Americans with regard to the sinking of the Lusitania is decidedly divided. This fact could be easily ascertained yesterday by any one listening to the discussion of the tragedy among frequenters of New York's German clubs, restaurants and cafes. "Discussion" repeatedly developed into lively arguments.

Two views, diametrically opposed to each other, were expressed freely. One justified the Kaiser's Government, the submarine commander and the German people at large with a positiveness that was almost provocative. "They had a perfect right to do it; they should do it to any other ship that enters the war zone; there's not the slightest ground for criticism for the attack." That in substance was the keynote of the representatives of this view.

Others, and their number was equally great and their devotion to the German cause admittedly unbounded, did not hesitate to express deepest regret over the disaster, calling it "the worst thing that has happened for Germany since the war began." This element of German Americans even went so far as to call the act of the submarine commander a "big blunder" or an "unpardonable crime." They staunchly refused to believe that the sinking of the giant liner had the sanction of the Kaiser and his Government.

One prominent German-American business man put it this way:

"I refuse to believe that Germany's new naval policy includes an order providing for, explaining or justifying such an act as the sinking of the Lusitania. The attack on the Lusitania was murder, wanton murder, and as a German-American who loves the land of his fathers and who believes in the justice of Germany's cause in this war, I cannot believe that the Berlin Government did, or does now, sanction an act which over night has made more enemies for Germany than anything else that has happened before or during this war."

"GOD HELP MR. WILSON."

President Is Only One to Speak,
Says John Wanamaker.

PHILADELPHIA, Pa., May 8.—"The only one to speak now is the President of the United States, God help him."

With these words John Wanamaker concluded a statement to-day expressive of horror and sorrow at the destruction of the Lusitania by German torpedoes. Two buyers for the Wanamaker store in New York, E. B. Tessen, head of the shoe section, and E. H. Posen, a leather goods expert, were aboard the vessel when she was struck. Mrs. Tessen also was aboard. Mr. Wanamaker's statement was as follows:

"It is partly my funeral because three of my business family were on board the ship."

"I had the privilege of a quiet hour once with the Emperor of Germany and I do not believe that he is responsible for this catastrophe that involves the United States. Whoever are responsible for the conduct of the war must have lost their heads.

"Please spare me from talking further. The only one to speak now is the President of the United States. God help him."

ATTACK STYLED PIRACY.

Philadelphia Papers Advise
Against "Mob Politics."

PHILADELPHIA, May 8.—"Piracy" is the general characterization by Philadelphia papers of Germany's attack on the Lusitania. The loss falls especially heavy on this city, as only eight of the forty-four who had homes or connections in this city are so far known to have been saved.

Without exception the eight Philadelphia newspapers, five morning and three afternoon, have heaped editorial criticisms and censure upon such methods of "civilized" warfare, but one and all have counselled calm, deliberate ac-

that have gathered in Printing House Square and in other places where war bulletins have been posted since the outbreak of the war. The arguments of the disputants resorted to blows to enforce their arguments.

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"All this is changed with the submarine," Prof. Usher added. "The submarine strikes without warning, its capacity will not permit of its taking off the passengers and the purpose of the destroyer would be nullified if it gave warning that it would attack, so that the crew and passengers of the attacked boat might escape.

"The laws of humanity have nothing to do with the submarine. The inventor of this little vessel, together with the inventor of the hand grenade, of whose death dealing use we read so much, had but one idea—to destroy all the life and property possible.

"The submarine hampered by laws of humanity would be useless, but out of this destroying of the Lusitania and loss of life the nations undoubtedly will form some such law or rule.

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"She has only intensified throughout the world the indignation and horror which right thinking men feel for acts of wanton massacre. She has put herself beyond the pale of civilization.

"German policy adds up against the German people a terrible reckoning. Sooner or later they must pay. The price will be exacted without mercy."

The Evening Post.

"Germany ought not to be left in a moment's doubt how the civilized world regards her latest display of frightfulness. It is a deed for which a Hun would blush, a Turk be ashamed and a Barbary pirate apologize. To speak of technicalities and the rules of war, in the face of such wholesale murder on the high seas, is a waste of time. The law of nations and the law of God have been alike trampled upon. There is, indeed, puerile talk of 'warning' having been given before the Lusitania sailed. But so does the Black Hand send its warnings. So does Jack the Ripper write his defiant letters to the police.

"Nothing of this prevents us from regarding such miscreants as wild beasts, against whom society has to defend itself at all hazards. And so must the German Government be given to understand that no plea of military necessity will now avail it before the tribunal

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AMSTERDAM, May 8.—Referring to the destruction of the Lusitania, the Telegraaf says:

"The torpedoing of the Lusitania was a deliberate stage reproduction of the Titanic disaster. It was a premeditated crime against a passenger ship on which were 2,500 non-combatants; it is no longer outrageous; it has become fiendish.

"Does there still exist something like conscience among the neutrals? The neutral Powers remained silent when Belgian neutrality was trampled upon, when the Germans carried out practices profaning international law and when submarine assassins took their first victims. Will they now look on inactively? Only the spontaneous joint protest of the entire civilized world, from which Germany has separated herself, can be an answer to the latest provocation."

FRANCE LOOKS TO U. S.

"Matin" Hopes Washington May Take Strong Action.

PARIS, May 8.—The press and the public are unanimous in denunciation of the sinking of the Lusitania. Many of the passengers, notably Alfred G. Vanderbilt and Charles Frohman, were well known here, and the loss of life caused by the act of Germany has aroused deep indignation. The press characterizes the destruction and sinking of the big steamship and the great loss of life as "an act of supreme cruelty surpassing everything yet perpetrated and violating the most elementary sentiments of humanity."

The Matin is of the opinion that the wave of indignation which will be provoked in America perhaps may lead Washington to take measures which will be unpleasant for Germany.

Roland G. Usher.

Prof. Roland G. Usher, author of Pan-Germanism, points out that there is nothing in international law to cover an attack such as was made on the Lusitania. He believes that one effect of the disaster will be the adoption of international rules covering the new developments in submarine warfare.

OPINION OF GERMANS HERE WIDELY DIVIDED

Some Justify Attack on Liner; Others Call It Stupendous Blunder.

The opinion among leading German Americans with regard to the sinking of the Lusitania is decidedly divided. This fact could be easily ascertained yesterday by any one listening to the discussion of the tragedy among frequenters of New York's German clubs, restaurants and cafes. "Discussion" repeatedly developed into lively arguments.

Two views, diametrically opposed to each other, were expressed freely. One justified the Kaiser's Government, the submarine commander and the German people at large with a positiveness that was almost provocative. "They had a perfect right to do it; they should do it to any other ship that enters the war zone; there's not the slightest ground for criticism for the attack." That in substance was the keynote of the representatives of this view.

Others, and their number was equally great and their devotion to the German cause admittedly unbounded, did not hesitate to express deepest regret over the disaster, calling it "the worst thing that has happened for Germany since the war began." This element of German Americans even went so far as to call the act of the submarine commander a "big blunder" or an "unpardonable crime." They staunchly refused to believe that the sinking of the giant liner had the sanction of the Kaiser and his Government.

One prominent German-American business man put it this way:

"I refuse to believe that Germany's new naval policy includes an order providing for, explaining or justifying such an act as the sinking of the Lusitania. The attack on the Lusitania was murder, wanton murder, and as a German-American who loves the land of his fathers and who believes in the justice of Germany's cause in this war, I cannot believe that the Berlin Government did, or does now, sanction an act which over night has made more enemies for Germany than anything else that has happened before or during this war."

"GOD HELP MR. WILSON."

President Is Only One to Speak, Says John Wanamaker.

PHILADELPHIA, Pa., May 8.—"The only one to speak now is the President of the United States, God help him."

With these words John Wanamaker concluded a statement to-day expressive of horror and sorrow at the destruction of the Lusitania by German torpedoes. Two buyers for the Wanamaker store in New York, E. R. Tessen, head of the shoe section, and E. H. Posen, a leather goods expert, were aboard the vessel when she was struck. Mrs. Tessen also was aboard. Mr. Wanamaker's statement was as follows:

"It is partly my funeral because three of my business family were on board the ship.

"I had the privilege of a quiet hour once with the Emperor of Germany and I do not believe that he is responsible for this catastrophe that involves the United States. Whoever are responsible for the conduct of the war must have lost their heads.

"Please spare me from talking further. The only one to speak now is the President of the United States. God help him."

ATTACK STYLED PIRACY.

Philadelphia Papers Advise Against "Mob Politics."

PHILADELPHIA, May 8.—"Piracy" is the general characterization by Philadelphia papers of Germany's attack on the Lusitania. The loss falls especially heavy on this city, as only eight of the forty-four who had homes or connections in this city are so far known to have been saved.

Without exception the eight Philadelphia newspapers, five morning and three afternoon, have heaped editorial criticisms and censure upon such methods of "civilized" warfare, but one and all have counselled calm, deliberate action. "We want no mob politics and we must keep our heads," they say.

Business men, bankers, politicians, city officials and hundreds of others are unreserved in their comment. John Wanamaker, usually reserved on questions of great moment, deplored the wanton waste of life and urged all to restrain themselves and act cautiously.

This city has a very large German-American population, but there was nothing said, one way or the other, by representatives of this great class. The German Consul locked himself up in his headquarters and refused all requests for interviews.

Books Bought

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A. G. VANDERBILT HEAD OF FAMILY

Came Into an Estate Estimated
in 1899 at \$70,-
000,000

MADE HORSES HIS HOBBY

It was considered by many as at least a strange coincidence that the heads of two of New York city's oldest and wealthiest families have been victims of the world's great tragedies of the sea. Alfred Gwynne Vanderbilt, who was lost by the sinking of the Lusitania, was the holder of the largest share of the Vanderbilt millions, and Col. John Jacob Astor, drowned when the Titanic struck an iceberg and went to the bottom of the Atlantic, held title to the bulk of the wealth of the Astor family.

Alfred Gwynne Vanderbilt was the second son of Cornelius and Alice Gwynne Vanderbilt. He was a grandson of William Henry Vanderbilt and a great-grandson of Commodore Cornelius Vanderbilt. He was born in this city on October 20, thirty-eight years ago, and was graduated from Yale in 1899.

He came into his fortune by the terms of the will of his father, because of the breach which the marriage of Cornelius Vanderbilt, his elder brother, with Grace Wilson caused between father and son. To Cornelius were left \$500,000 absolutely and \$1,000,000 in trust and to Alfred Gwynne was bequeathed the bulk of the estate, which at that time (1899) was estimated at \$70,000,000.

Mr. Vanderbilt Twice Married.

He took possession of the second half of the great fortune in 1912 on the occasion of his thirty-fifth birthday. Prior to this, however, Alfred Gwynne Vanderbilt voluntarily gave to his brother Cornelius, for whom he had a great affection, the sum of \$6,000,000 in order that his share of the estate might be the same as was received under the will by their other brothers and sisters.

Mr. Vanderbilt was twice married. His first wife was Miss Elsie French, daughter of Francis Ormond French. They were wedded on January 14, 1901, in the Zabriskie Memorial Church, this city, which they had attended together as children, and the match was considered one of the heart. Mrs. Vanderbilt obtained a divorce in 1908, the court awarding her the custody of their only son, William H.

Mr. Vanderbilt's second wife, who survives him, was Mrs. Margaret Emerson McKim, daughter of Capt. Isaac E. Emerson, a wealthy drug manufacturer of Baltimore. She had obtained a divorce from Smith Hollins McKim of Baltimore in 1910.

The wedding took place at the Registrar's office in Reigate, a Surrey town twenty miles from London, on December 17, 1911. There are two sons by this union, Alfred Gwynne, Jr., born on September 22, 1912, and George, now about 9 months old.

When the divorce suit instituted by Mr. Vanderbilt's first wife was tried, Justice O'Gorman granting the decree, "an unknown woman" was named as the correspondent and the name of "Mrs. Ruiz" was mentioned at the trial.

Made Coaching a Hobby.

Mrs. Mary Agnes Ruiz, formerly an actress, committed suicide in her apartments in Grosvenor street, London, on May 16, 1909.

As a student in college Mr. Vanderbilt was popular, not because he was wealthy, but in spite of his wealth. One of his hobbies was coaching. Although he became an enthusiastic automobilist as soon as automobiles were introduced in this country he never gave up his great liking for coaching and he developed the sport until it became an art.

At his country place, Oakland Park, Newport, R. I., one of the show places in that resort, Mr. Vanderbilt had the largest private riding ring in the world, and it was there that his horses were trained for public road coaching, as well as for private horse shows, amateur circuses and country fairs.

Back in 1906 his coaches, Valiant and Volunteer gained much fame in this city and at Newport. When he drove his coach Meteor from the Berkeley Hotel, Brighton, for his first trial run along the Brighton road in 1908 his party received an ovation along the entire route and Mr. Vanderbilt said that the day had been the greatest day of his life. He later established regular daily runs out of London with his famous coach Venture, and people of society much enjoyed them. He won second prize in the park and tooling class at the coaching Marathon from Hyde Park to Richmond in 1912. He had an English home at Caesar's Camp, near Aldershot, in Surrey.

Mr. Vanderbilt was always intensely interested in horse shows held in this city and was a director of the

WIFE AND PROBABLE HEIR OF ALFRED G. VANDERBILT



ALFRED G. VANDERBILT JR.
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PHOTO BY
A. J. DUPONT

WIFE REFUSES TO GIVE UP HOPE FOR VANDERBILT

Telegraphs to State Department Asking That Tug Be
Sent to Scene of Wreck to Search for Her
Husband's Body.

Mrs. Alfred G. Vanderbilt, who is at the Vanderbilt Hotel, has been almost prostrated since she learned Friday that a German submarine had sent the Lusitania and hundreds of its passengers to the bottom. Mrs. Vanderbilt received many messages of sympathy yesterday. The telephone in the Vanderbilt suite was busy all day and night with persons calling to learn if Mr. Vanderbilt had been saved. Mrs. Vanderbilt's secretary, Frank Crocker, answered all these messages. Mrs. Vanderbilt was so prostrated that she was unable to receive any callers and every one was referred to Mr. Crocker.

A telegram was sent by Mr. Crocker late yesterday afternoon to the State Department in Washington requesting that a cable be sent to Ambassador Page asking him to have a tug sent to

the vicinity of the wreck to search for Mr. Vanderbilt's body.

Mrs. Vanderbilt refused to believe her husband was among those who had been lost, even when it became known that the death toll would almost equal that of the Titanic.

To Mr. Crocker she said: "I will not believe Mr. Vanderbilt has gone down with the Lusitania. None of the reports I have received so far is conclusive and until I have absolutely reliable information coming from sources I cannot doubt I shall believe my husband is safe."

Mrs. Vanderbilt's father, Col. Isaac E. Emerson of Baltimore, remained with his daughter all day yesterday. He has been trying to cable to get every available bit of news regarding the fate of Mr. Vanderbilt. Mr. Crocker, speaking yesterday in behalf of Mrs. Vanderbilt, said she was still hopeful that later despatches would develop that her husband had been saved.

HUBBARD, LOST, WAS GOING TO SEE WAR

Won Fame as Author of "Philistine" and Head of
Royal Yacht.

PLANNED BATTLE TALES

Elbert Hubbard, author and lecturer, was among the most popular of the American passengers who were lost on the Lusitania. He said in a letter just before the liner sailed that he was going abroad "to get material for my battle tales."

Mr. Hubbard was born in Chicago, Ill., on June 19, 1872, the son of Dr. Elias and

PIGEON FLIES WITH TRAIN

Southern Engineer Has Strange
Travelling Companion.

RALEIGH, N. C., May 1. — Engineer George Gil of the Seaboard Air Line has a strange story of a white pigeon that flew seven miles beside his car.

When he reached Vance a white pigeon appeared beside his car and flew with him all the way to Southern Pines, a distance of seven miles. The train was travelling at a lively clip, but he did not worry the pigeon, which kept the pace with seeming ease. At times the bird came close enough to the window for the engineer to have reached out his hand and touched it.

At times the pigeon would cross over the engine and fly beside the window on the fireman's side and then reappear on the track again. This is the first time, states the engineer, that he ever witnessed such a sight. It has been his experience and the experience of other

men to feel that the passenger was to old them for a moment, but it was excitement—no laughter or tones with the lowered in words of prayer. The Philadelphia and its cabin passengers were eight of these places were built a waiting list of persons who wanted to be left on the train no room for a passenger. A. B. H. of the passenger "trouble" he was not trouble. He was in the same way the American. Hubbard us." distasteful. Ada. Rehan. Mr. Hubbard came down a half hour with two half page. She had bags by telephone. same Eleanor Bate. Miss cancelled their plan had a day before Philadelphia, preferring the American flag of the Philadelphia. Americans in the car. Among the steers among the others. A. were the Misses. Pherson, Miss M. Major; E. J. Berwick. Dr. Sherwood. I. city-first street. I. in the Red Cross, ne. the Philadelphia. mail and 8,000-to

BROADWAY MOURNS CHARLES FROHMAN

Gloom Pervades Offices While
Friends Await Confirmation
of News.

KLEIN'S FATE UNKNOWN

At the lobby entrance to the Empire Theatre late yesterday afternoon as the audience that had just witnessed the Charles Frohman-David Belasco production of "A Celebrated Case" filed out a shrill voiced newsie was piping, "Frohman's body found! Frohman's body found!"

In the Frohman offices above the lobby all was gloom. Half an hour before this the reporter had found Daniel Frohman in the lobby of the Lyceum Theatre surrounded by friends. Daniel Frohman at this time had taken it for granted that his brother's dead body had been found, but even a long time after this Alf Hayman, head of the Charles Frohman's offices in the absence of Mr. Frohman, was hoping against hope that the manager was alive.

"All the word we have," said Mr. Hayman while the voice of the newsie down in the street came through the open window, "is a telephone message from the Cunard people in which they said that they'd got a cable saying that a nude body had been found but that they did not know whether it was 'Frohman' or 'Forman,' meaning Justus Miles Forman, the playwright.

"But," Mr. Hayman added hopelessly, "we have a representative at Queens-town, and we have received no word from him. There's no definite word from anybody."

It was evident that at this hour the Frohman forces while trying to look at the bright side realized that Mr. Frohman, constantly in touch with his home offices by cable even in normal times, was the sort of traveller who would be expected to cable here at the earliest moment if he had escaped.

Frohman Players Notified.

In the late afternoon Mr. Hayman was still sending out telegrams, about thirty in all, to Frohman players spread over the States, from Mr. Frohman's "The Hyphen" company, playing in Boston, across country to Miss Barrymore at Chicago, Miss Adams at Kansas City, and west to the coast, where John Drew played "Rosemary" last night at Everett, Wash. The gist of the telegram was that "nothing definite has been learned."

Mr. Frohman, said Mr. Hayman, had sailed chiefly to see his production of Barrie's "Rosy Rapture" at Mr. Frohman's Duke of York's Theatre, London, and to confer with Haddon Chambers and W. Somerset Maugham. He had intended to return on July 1.

"No definite announcement as to the future business plans of my brother's firm," Daniel Frohman said in reply to a question during the afternoon, "can be made now." "But," he added, "all the business which has been going on since the disappearance of my brother will continue to be conducted as usual."

Mr. Hayman later told the reporter that, regardless of what happened on the other side, the firm's contracts would be carried out next season and the productions planned for would, of course, be made.

Urged Him to Sail on New York.

"The Wednesday before Charlie sailed," Daniel Frohman added sadly, "I pleaded with him to sail on the New York, the ship on which Miss Ellen Terry and other friends of Charles's left. But—well, even when we were small boys together at home nobody could argue Charles into doing a thing once he had made up his mind to do something else."

"The Lusitania," he said, "sailed to me with a late start."

Mr. Hayman, John Williams and others had pleaded with him also to take some other boat. And it was learned yesterday also that Mr. Drew, Miss Adams, Miss Barrymore and others had urged him by telegraph not to go on the Lusitania.

His answer that the Lusitania was too fast to be torpedoed was the same answer made by the ship's skipper, Capt. Turner, at a dinner in the Hotel Knickerbocker, attended by Charles Klein and Arch Selwyn, the producer, the night before the Lusitania sailed. And Capt. Turner had made the same answer to Capt. Turner's niece, Miss Mercedes Desmore, now playing with Miss Illington in "The Lie," on the day the vessel sailed.

"We're too fast for the submarines," said Capt. Turner lightly at the dinner, and again when he and Miss Desmore, the day before the ship sailed, went to a photographer's and had their picture taken together.

No News Regarding Klein.

Late in the day yesterday Mr. Selwyn, who virtually owed his start in the theatrical world to Charles Klein and was the playwright's closest friend, had received no word concerning the fate of Mr. Klein except a cable which ran: "No news yet." This was signed by Mrs. Klein and was received by Mr. Selwyn yesterday forenoon.

Mrs. Klein and her six-year-old son are living in London. Philip, a grown son of Mr. Klein's by his first wife, was last heard of, a few weeks ago, at the Grand Hotel, Paris. Philip Klein went abroad to obtain moving pictures of war scenes.

When Mr. Klein sailed for Europe on

AN ENTIRE FAMILY BELIEVED TO HAVE PERISHED



Photo by Mathilde Well, from Underwood and Underwood.
Mrs. Paul Crompton of Philadelphia and her six children, Steven, Romelly, Catherine, Alberta, Peter and John. The names of Mr. Crompton and his wife and family have not appeared in the lists of survivors and it is feared they all went down with the Lusitania.

ASK WHY BIG LINER WAS NOT GUARDED

English Naval Experts Think
Lusitania Should Have
Been Convoyed.

INQUIRY IS DEMANDED

Special Cable Despatch to THE SUN.

LONDON, May 8.—Expert comment on the destruction of the Lusitania and the loss of so many innocent women and children as well as non-combatant men is as restrained as it is possible to be in the circumstances. Yet despite the scientific character of the comments the personal feeling of the writers controls them at times.

The expert of the Daily Express, for instance, suggests that Ambassador von Bernstorff at Washington might be arrested as an accessory before the fact for murder and be sent to the electric chair.

The Daily Telegraph comments: "The consideration of all we imagine, fix it in the mind of the American people. The only thing committed deliberately after the fact."

"We have a right to ask," it says, "if the Lusitania was caught. The conclusion is inevitable that the exact course of the vessel must have been known to the commander of the submarine. This is difficult to avoid but uncomfortable to accept. As to the precautions taken by the Admiralty to protect the vessel, we are, of course, quite in the dark."

Cannot Protect All.

The naval expert of the Times in his discussion says:

"It would seem to be a principle hitherto that each ship must look out for herself. It is clear from the large number of British liners every day using the ports and waters of the United Kingdom that it would be quite impossible to interfere with the general naval policy against detaching destroyers and other suitable craft to convoy each merchant ship. To do so in the case of selected boats, unless there were special national interests to safeguard, would obviously be unfair. If one ship is to be protected all would claim a right to similar treatment."

"It is possible of course that the danger to the Lusitania had been somewhat underestimated owing to the ineffective nature of the blockade, which has entirely failed of its purpose. Almost all their victims have either been slow or small. Yesterday's occurrence, however, goes to show that when a number of submarines concentrate for the purpose of attacking a single ship they have every chance of succeeding."

The writer ascribes the attack on the Lusitania to the failure of Germany's original plan and her desire to reestablish a reputation for her submarines. Therefore it is probable, he says, that several submarines were withdrawn from a general attack on commerce to achieve a great coup in catching the Lusitania.

The Daily Express declares that if the Lusitania was unconvoyed and unguarded the nation has every right to demand the reason.

Speculates on U. S. Action.

Archibald Hurd, the well known naval expert of the Daily Telegraph, argues that there is a strong probability that the largest number of the most efficient German submarines was assembled in the track of the Lusitania over a wide area. He speculates on the question whether the United States will demand an investigation which, if granted, may reveal why a huge target 785 feet long, approaching Liverpool by daylight, was following a more or less normal course, since it could have been assumed that

U. S. BEHIND IN BIG GUNS, SAYS GARDNER

Has 340 Less Than Britain, He
Replies to Secretary
Daniels.

CITES VIEWS OF EXPERTS

WASHINGTON, May 8.—Representative A. P. Gardner of Massachusetts returned to-day to his attack on Secretary Daniels's administration of the Navy Department. He issued a statement in which he said:

"Let us grant for the sake of argument that Secretary Daniels is right in thinking that I am harping on the inadequacy of our navy in my selfish partnership. Let us go further and grant that I am thought and paid for by the armor plate people and that my personal interests are promoted by a degree of weakness in our navy."

"What of it? Shall we let it go? No, but under my exception. No, but under my exception. No, but under my exception."

Secretary answered. President Garfield recently wrote to Secretary Daniels for data with which to meet the statements made by Representative Gardner of Massachusetts.

"Now what were my statements which were disturbing President Garfield? Singularly enough most of the interesting answers were quotations from official evidence from official documents. For instance, the bulletin of the United States office of naval intelligence, issued July 1 last, showed that the navy of France had slipped into third place ahead of us in the matter of warships tonnage, counting those built as well as those building."

Germany Far Ahead.

"I also quoted that same bulletin to the effect that Germany's warships tonnage, built and building, on July 1 last, was 1,306,577 tons, while ours was only 899,976 tons."

"President Garfield might be glad of authoritative data to meet the above statements, but he hasn't got it. Instead he has been regaled with an exceedingly misleading comparison between the navy building programme for the last two years of President Taft and the navy building programme for the first two years under President Wilson."

"Now if we armor trust hirelings had made this comparison and had carefully omitted to point out that, during the last two years under President Taft the pursestrings were held by a Democratic House and a Senate of wobbly political complexion, what would the virtuous little navy men have said of our candor?"

"I am glad to be able to agree with Secretary Daniels that the broadside of the Pennsylvania with its twelve 14 inch guns is mightier than the broadside of the British dreadnought Queen Elizabeth with its battery of eight 15 inch guns—and this in spite of the fact that the British projectile is over 500 pounds heavier than ours."

Pennsylvania Not Ready.

"But why does the Secretary pick out the Pennsylvania, which will not be completed till next year, to compare with a vessel now bombarding the Dardanelles forts? Why not take the New York and the Texas are the standard of comparison? They are the only two ships as yet completed in the United States Navy which carry guns bigger than 12 inches in diameter. Each has a battery of only ten 14 inch guns."

"In a navy battle an inch or two in the diameter of the guns is not likely to make so much difference as a little better team play in the working of the guns. In fact last winter there

224 large guns; France, 204 large guns. "When all is said and done, how much does President Garfield or the public care what a couple of landlubbers like Daniels and Gardner say as to whether or not our navy is big enough to protect us and is in proper shape? Why not get some unbiased experts to testify?"

"Last fall I requested the Committee on Naval Affairs to send for some officers who were not holding down jobs in close proximity to Secretary Daniels. I asked for the summons of Admiral Winslow, Admiral Wainwright and Admiral Bronson. The chairman peremptorily refused."

"However, Capt. Hobson, a member of the Committee on Naval Affairs, saw to it that Admiral Fluke was summoned. The Admiral came before the committee and told a lot of unpalatable truths, notably that it would take five years to get our navy into shape to fight an efficient enemy. The Admiral was at the time at the head of the division of operations of the fleet, practically Chief of Staff of the Navy. The Admiral has now been ordered to the War College at Newport to study. Is it not a pity that such things are possible?"

"Admiral Knight, the head of the Naval War College, was the officer who wrote to Secretary Daniels criticising the lack of naval policy and lack of naval team play. Last fall the Committee on Naval Affairs summoned Admiral Knight, but he would not go. That year the committee was told that Admiral Knight was on a tour of the coast of America."

ONE WIRELESS OPERATOR Two Experts, Probably Lost, Had No Chance to Help Lusitania.

The Lusitania carried two wireless operators and they were considered among the best in the profession. The chief was Robert Leith, who came from the Liverpool depot of the Marconi International Marine Communication Company, Ltd. He had been ten years in the service and was what is known as a travelling inspector. He travelled across the ocean on different vessels and supervised the working of many. He was popular and an expert.

The second operator was D. C. McCormick, who had been two years in the service. He was trained at Marconi house, the wireless school in London.

As far as can be learned these men were able to get off the ship.

Lusitania was torpedoed before she sank, and that was an urgent call for help in which they gave the position of the big steamship. The names of the two operators do not appear on the lists of survivors.

TAKES HOMESTEAD AT 97.

Veteran Leaves Minnesota for Montana to Begin New Life.

MINNEAPOLIS, May 8.—Thomas Brady has gone West, out to Montana, to grow up with the country. Brady is a civil war veteran. He's just 97. He started a few days ago for Miles City, Mont., and soon after his arrival will be housed in a little pioneer's shack on a Government homestead, where he intends to live until he has acquired undisputed title to the land.

Why does he do it? Let Brady tell: "I've been used to an active life and plenty of room," explained Brady at his old home in St. Paul. "Time hangs heavy on my hands and now that I am no longer in business I feel all cooped up among all these houses. I've got nothing to do and I'm lonesome. Of course, I may never get to Montana. I'm not so foolish as to think that I have long to live. The priest says that I am good for twenty years more, but I may be gone in a week. I feel fine. For the most part I will have a horse and will make some improvements and if I can get any help will do some farming."

Brady has been a farm hand, a "lumberjack," a sawmill hand, a riverman, a merchant, and his old place at Concord and South Robert street still is known as "Brady's Corner." He smokes every day, not a great deal, but always

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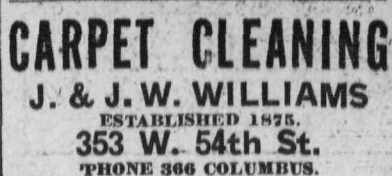
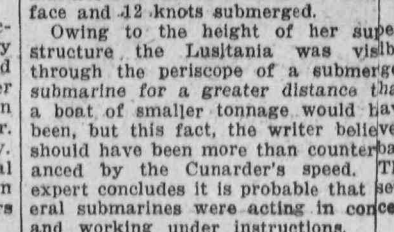
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Performances of the Frohman attractions here and throughout the country were given yesterday afternoon and last night as usual. While the report was in Mr. Hayman's office Miss Ann Murdock, recently made a star by Mr. Frohman, came in weeping bitterly. There were telephone calls and personal visits to the Frohman and the Selwyn offices by dozens of leading producers and players throughout the day.



ARILENE, Kan., May 8.—In a week time the boys and girls of Arilene dug fifteen tons of dandelions and took them to the city hall, here, they were weighed and the amounts put to the credit. Eugene Johnson, who dug the most dandelions, had over two tons his credit.

BARNES MAY CALL TAFT AND ROOT

Senator Wadsworth Will Also
Be Subpoenaed If T. R.'s
Testimony Stands.

WEEK MORE OF TRIAL

SYRACUSE, May 8.—William Barnes and his lawyers discussed to-night the advisability of calling ex-President Taft, Elihu Root, Senator James W. Wadsworth and others who have been in national politics for the purpose of refuting Col. Roosevelt's charge that Mr. Barnes was a boss of an objectionable type.

They did not reach a definite conclusion. Mr. Barnes is adverse to dragging Mr. Taft, Mr. Root, Senator Wadsworth and other friends into the case. He does not want to do anything which might possibly embarrass his friends who are in public life or who have political expectations. But if it becomes necessary to refute testimony obtained by Col. Roosevelt in justification of the latter's accusations, Mr. Taft and the others will be asked to take the stand in defense of Mr. Barnes.

In that contingency Mr. Taft would be relied upon to testify that while he was President Mr. Barnes did not attempt to influence him in the matter of appointments or legislation. Col. Roosevelt has told the jury that while he was President Mr. Barnes constantly sought to influence his course.

Mr. Root would probably be asked whether or not he regarded Mr. Barnes as a Dr. Jekyll boss or a Mr. Hyde boss. Mr. Root might be questioned as to Mr. Barnes's activities in the 1912 Republican National Convention and in the deliberations of the national committee which rejected Roosevelt delegates.

Senator Wadsworth would be called upon to state that Mr. Barnes never dictated to him.

Summons Hangs on Calling.

The question as to the calling of these men hangs largely upon the decision to be made by Justice Andrews as to the admissibility of the evidence of ex-Senators Davenport, Hinman, Newcomb, of William Loeb, Jr., and of the evidence of Col. Roosevelt himself.

There is the possibility, however, that two ex-Presidents of the United States, Col. Roosevelt and William H. Taft, and five ex-Governors of the State, Col. Roosevelt, Benjamin B. Odell, Horace White, John A. Dix and Martin H. Glynn will have figured in the case before it reaches a conclusion.

There has been no suggestion that ex-Gov. Charles E. Hughes, now an Associate Justice of the Supreme Court of the United States, should be invited to appear.

Mr. Odell and Mr. Glynn are already under subpoena and it is probable that Mr. Dix and Mr. White will be invited to say a good word for Mr. Barnes.

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Mr. Barnes has about thirty witnesses to put on the stand. None of these is to be questioned at length. The most important witness for the plaintiff will be the plaintiff himself, and his counsel expect that he will be on the stand the larger part of next week. This much is known regarding what will be the general line of his testimony—that Col. Roosevelt did not testify from accurate memory or truthful knowledge when he said he had had many private conversations with Mr. Barnes, in which the latter admitted domination of the Republican organization of legislators and public officials, and which he gave his opinion that the people should not be permitted to run their own Government.

It is also noted that Mr. Barnes will tell the jury that Col. Roosevelt's relations with Senator Platt were not those of a man who was trying to get a boss to recognize the will of the people, but the relations of a man who was subverting the rights of the people should be upheld against the demands of special privilege corporations.

Essentials of the Case.

But the essentials of the case have simmered down to this: Will Justice Andrews decide that public printing testimony is admissible as showing that Mr. Barnes used his political influence to get rich out of a printing firm in which Mr. Barnes was financially interested?

If the testimony and evidence is admitted, justification of the alleged libel will have been shown in part and it would be the recognized duty of the Justice to give the jury a free hand in determining whether or not Col. Roosevelt's accusations are to be considered truthful.

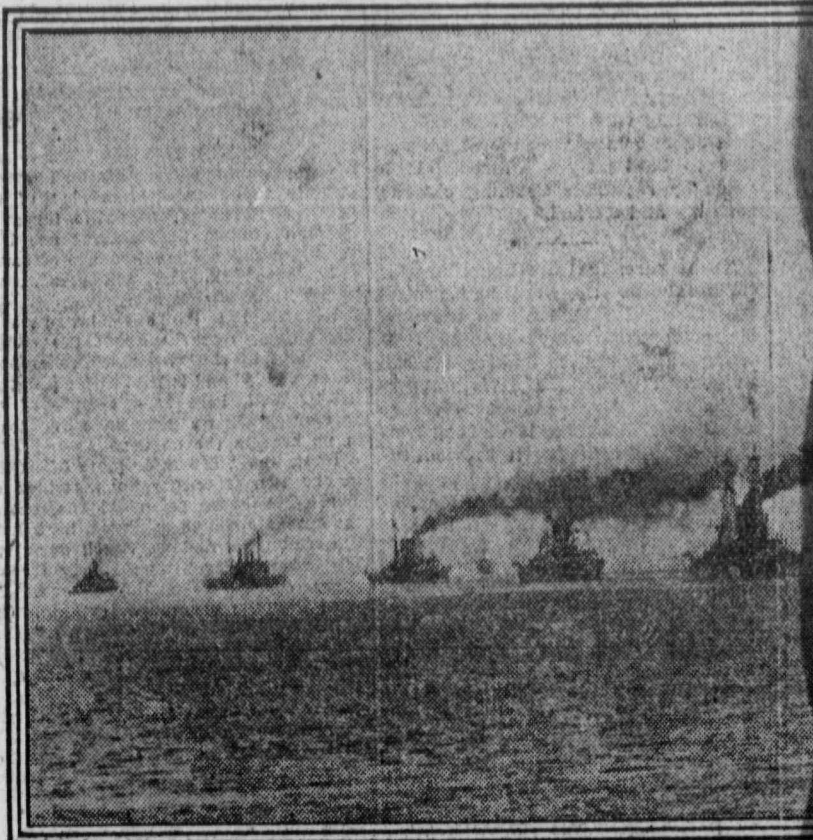
If the printing justification evidence is ruled out next Monday, there would be little for the jury to determine except the size of the jury's free hand in awarding little for them to ponder over except evidence offered in mitigation of the alleged libel.

Mr. Barnes's counsel are confident tonight that the testimony will be stricken out. Col. Roosevelt's counsel seem equally confident that it will be retained.

The Colonel's advisers are banking on getting their whole case before the jury, since they believe that a verdict for the Colonel would be probable and that the worst they could expect would be a disagreement.

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U. S. ATLANTIC FLEET HERE,



Photograph by a Sun photographer.

Battleships of the North Atlantic Fleet in line ahead formation coming up the bay yesterday.

Acting Mayor McAneny Ex-
tends Formal Welcome
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RIVER CROWDS SHOW
LUSITANIA GRIEF

New York made a grim holiday of the arrival of the Atlantic fleet yesterday. The hundreds of thousands who went to look at the superdreadnoughts and other fighting ships made their way to Riverside Drive with the newsboys thrusting in their faces newspaper extras typed big with the Lusitania's loss of life, and the disaster was with the crowds in mind and word.

With the 20,000 sailors who came to port with the fleet it was different. They roamed down the streets of the city last night too deep in their merrymaking to give much serious thought to the Lusitania's sinking.

From 9 in the morning, when the battleship Louisiana came out of the fog over the bay to lead the squadron up the Hudson, until an hour before midnight last night, when the illumination of the fleet was snuffed out, crowds paraded the great river plaisance afoot, on buses or a-motoring; and all afternoon visitors poured over the sides of the ships.

Official Welcome Extended. Of course the official welcome for the half a hundred sea fighters of the United States navy came at 11 in the morning, when acting Mayor McAneny went to greet Admiral F. F. Fletcher aboard the Wyoming, the last of the battleship squadron to steam up the river.

Admiral Fletcher, although he had intended to do so, as he is the chairman of the Mayor's committee which planned the fleet's entertainment. Mr. McAneny, with Dock Commissioner R. A. C. Smith and Theodore Rousseau, secretary to the Mayor, called at Mr. Vanderlip's home to inquire if he had received any news of his brother, Alfred Gwynne Vanderlip, reported lost in the sinking of the Lusitania.

Cornelius Vanderlip did not accompany Mr. McAneny on the formal call, although he had intended to do so, as he is the chairman of the Mayor's committee which planned the fleet's entertainment. Mr. McAneny, with Dock Commissioner R. A. C. Smith and Theodore Rousseau, secretary to the Mayor, called at Mr. Vanderlip's home to inquire if he had received any news of his brother, Alfred Gwynne Vanderlip, reported lost in the sinking of the Lusitania.

Then the acting Mayor and his two companions paid their visit to Admiral Fletcher. At 2 o'clock in the afternoon the Admiral returned the call, accompanied to the City Hall by Secretary Rousseau and two troops of mounted police. Mr. McAneny, after alluding to the Lusitania's sinking as the cause of the Admiral's absence, welcomed Cornelius Vanderlip and said that "the city is tense in its enthusiasm over your visit."

"First Upon the Water."

Admiral Fletcher thanked Mr. McAneny for the city's welcome and said: "I accept these courtesies as an appreciation of the interest in the American navy and of our country lies first upon the water rather than upon land, and I think the people of this country are beginning to realize that situation."

With Admiral Fletcher were Capt. H. McL. P. Huse, chief of staff of the fleet; Lieut.-Col. B. H. Fuller of the marines, Lieutenant-Commander John Halligan, Naval Constructor E. S. Land and Lieut. P. J. Fletcher, Flag Lieutenant. There were many city officials, including Borough Presidents Marks, Pounds and Mathewson.

The multitudinous electric lights strung over the ships blazed into being at 8 o'clock last evening they made the vessels to appear as so many cardboard ships. The lights following the outlines of the deck rail, water line, military mast, fighting top, funnel and conning tower, were pinholes pricked in these cardboard ships, held in front of a strong lamp.

The problem of what ship to visit during the day bothered many, many folk. Suppose one had selected the Michigan, the oldest dreadnought in the navy, what would have happened? Well—in the first place one knew that the Michigan had just arrived here after going through with some fine target practice—perhaps the best, so the reports go. Naturally, one would like to see this man who has brought about such good shooting, for, after all, firing the guns



Admiral Frank F. Fletcher and Commissioner R. A. C. Smith at City Hall.

noughts with only four big guns, and have to drop anchor at the Battery, commanding the Michigan, as last night yesterday. How many of the sailors saw the ship? The greatest curiosity of the day was along the river bank yesterday was to see in many of the city churches to shown for the submarines off 134th street. Hundreds of persons who had read of periscopes had never seen them. They saw them yesterday, and they were

may be trusted to determine that policy justly and wisely. "Meanwhile I am inclined to think that the less advice he gets from the newspapers the better."

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"Of course, as an individual I have not the wisdom or authority either to suggest or even to advise. I can suggest, however, what I think ought to be done."

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of scores of innocent persons; should be given a definite time to answer this demand; that if its answer in the form of a definite and genuine promise all diplomatic relations

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BILLY, MA AND RODEY ALL RECEIVE GIFTS

Three Collections to Be Taken
To-day, as \$27,255.46 Is
Not Enough.

PATERSON, N. J., May 8.—Billy Sunday at to-night's gathering in the Tabernacle said it seemed like Christmas because the platform was covered with many gifts for Billy, Ma and Rodey. The gifts included a basket of fruit, six silk shirts and an overcoat for Billy; several bouquets of roses, material for making shirtwaists and silk for Ma, and a bouquet and a baton for Rodey.

At the afternoon gathering 147 hit the trail and in the evening 508, making a total of 655 for the day. The collections for the day amounted to \$751.89, which brings the total to \$27,255.46. This total does not cover the expenses and three collections will be taken to-morrow.

Billy Sunday's subject was "Hidden Among Stuff." He said: "A lot of you fellows and women could be greater than Paul was in his time if you were not hidden among the stuff—society jewelry, diamonds and linens—so no one can break through. You are buried under politics and iniquity, in cruelty, demijohns of whiskey, Sunday baseball, Sunday golf and literary clap trap."

In making a plea for better men and women he said: "We want more girls who think more of the cradle than they do of the bathroom, who can wash dishes as well as they can play a piano, who can cut a dress as sweetly as cut a tango on the street and who would rather marry a workman than a cigarette-smoking flat footed dude."

TRUSTEES' SALES

(By Order of the United States District Court)



GREENHUT'S
J. B. GREENHUT COMPANY.
"THE BIG STORE"
BOTH SIDES SIXTH AVE., 18th TO 19th STREET



Astonishing Sacrifices of Seasonable Merchandise. Prices Cut Deeper Than Ever

Every article of Apparel, Household Goods, Outdoor Accessories, Table Supplies, included in these greatest-of-all money saving events.

Just Think For a Moment!

Is there anything you need for immediate use,—Is there anything you are likely to need during the near future? Make out a list of all these things and come here to GREENHUT'S immediately, and YOU WILL SAVE A GREAT DEAL OF MONEY ON EVERY PURCHASE YOU MAKE—FOR THESE ARE WONDERFUL DAYS FOR SHOPPERS.

Wonderful Bargains For Everybody!

Recent events, as you know, have made it necessary for us to dispose of everything in our two main buildings, under price.

Ready cash must be realized; and to secure it as quickly as possible, we have arranged SENSATIONAL SALES IN EVERY DEPARTMENT—CUTTING VERY DEEPLY INTO OUR OWN ORIGINAL LOW PRICES.

THE MONEY-SAVING IS SIMPLY ASTONISHING. And don't for a moment lose sight of the fact that STOCKS OF SUMMER MERCHANDISE ARE NOW AT THEIR VERY BEST.

(These Trustee's Sales Are By Order Of The United States District Court.)

Notable among the departments in this sale are:

- | | |
|--|--|
| Women's and Children's Suits, Wraps, Costumes, | Men's Furnishings |
| Furs, Girls' and Juniors' Coats, Dresses, Suits, Middy Blouses, Etc., | Undergarments, Clocks |
| Men's, Young Men's and Boys' Clothing | Social and Commercial Stationery |
| Footwear for Every Member of the Family | Sporting Goods |
| Wrappers and Infants' Wear | Automobile Supplies |
| Undermuslins, Bathing Suits, Hosiery and Knit Underwear | Cameras and Photo Supplies |
| Shoes, Ready-to-Wear Hats | Toys, Baby Carriages |
| Trimmed Millinery | New and Used Pianos and Player-Pianos |
| Flowers, Feathers, Lace Robes, Ladies' Neckwear, Collars, Ribbons | Sheet Music and Musical Instruments |
| Veilings, Bridal Veils, Handkerchiefs, Gloves, Dress Goods, Linens, Wash Goods, Lingerie, Fancy and Domestic Wares, Blankets and Art Embroideries, Umbrellas | Player-Piano Music Rolls, Music Roll Cabinets, Sewing Machines |
| | Horse Goods |
| | Drug Sundries and Toilet Articles |
| | Groceries, Wines and Liquors |
| | Cigars, Tobacco and Smokers' Articles |
| | Conservatory Supplies |
| | Growing Plants |
| | Canaries, Etc. |
| | Furniture and Bedding |
| | Carpets, Oriental and Domestic Rugs |
| | Linoleums, Oilcloths |
| | China and Glassware |
| | Lamps and Lighting Fixtures |
| | Art Bric-a-Brac |
| | Curtains, Draperies |
| | Framed Pictures and Oil Paintings |
| | Refrigerators |
| | Aluminum Ware, Tin Ware, Wooden Ware, Enamel Ware and all other Kitchen Supplies |
| | China, Japanware, Etc., Etc. |

WM. ROGERS & SON GUARANTEED
STATE SPOONS

They did not reach a definite conclusion. Mr. Barnes is adverse to dragging Mr. Taft, Mr. Root, Senator Wadsworth and other friends into the case. He does not want to do anything which might possibly embarrass his friends who are in public life or who have political expectations. But if it becomes necessary to refute testimony obtained by Col. Roosevelt in justification of the latter's accusations, Mr. Taft and the others will be asked to take the stand in defense of Mr. Barnes.

In that contingency Mr. Taft would be relied upon to testify that while he was President Mr. Barnes did not attempt to influence him in the matter of appointments or dismissals. Col. Roosevelt has told the jury that while he was President Mr. Barnes constantly sought to influence his course.

Mr. Root would probably be asked whether or not he regarded Mr. Barnes as a Dr. Jekyll boss or a Mr. Hyde boss. Mr. Root might be questioned as to Mr. Barnes's activities in the 1912 Republican National Convention and in the deliberations of the national committee which rejected Roosevelt delegates.

Senator Wadsworth would be called upon to state that Mr. Barnes never dictated to him.

Summons Hangs on Ruling.

The question as to the calling of the men hangs largely upon the decision to be made by Justice Andrews as to the admissibility of the evidence of ex-Senators Davenport, Hinman, Newcomb, of William Loch, Jr., and of the evidence of Col. Roosevelt himself.

There is the possibility, however, that two ex-Presidents of the United States, Col. Roosevelt and William H. Taft, and five ex-Governors of the State, Col. Roosevelt, Benjamin B. Odell, Horace White, John A. Dix and Martin H. Glynn will have figured in the case before it reaches a conclusion.

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Mr. Barnes's counsel are confident tonight that the testimony will be stricken out. Col. Roosevelt's counsel seem equally confident that it will be retained. The Colonel's advisers are banking on getting their whole case before the jury, since they believe that a verdict for the Colonel would be probable and that the worst they could expect would be a disagreement.

Mr. Barnes's advisers are relying mostly upon their hope that Justice Andrews will find it necessary to charge the jury that Col. Roosevelt has merely mitigated the alleged libel and that damages, in whatever amount the jury sees fit to fix, must be awarded to Mr. Barnes.

For the first time in three weeks, very few persons cared to discuss to-day the points of the trial. The news of the sinking of the Lusitania and the drowning of many Americans overshadowed the Barnes-Roosevelt controversy. Justice Andrews, the principals in the case, their lawyers and everybody connected with the suit were eager only to get fresh details of the disaster. Mr. Barnes and the Colonel held short conferences with their lawyers.

FIRE IN COURT HOUSE.

Crowd Seeing Smoke Thinks the Blaze Is in City Hall.

Fire of unknown origin did \$500 damage to the Park Department's tool room in the County Court House last night.

Hundreds of persons saw smoke streaming from the windows and ran into City Hall Park shouting that the City Hall was on fire.

Photograph by a Sun photographer.

Acting Mayor McAneny Extends Formal Welcome to Admiral Fletcher.

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Admiral Fletcher's vessel came last in the procession because it was to stop off Eighty-second street to be the southern end of the far flung line.

Cornelius Vanderbilt did not accompany Mr. McAneny on the formal call to the Admiral, although he had intended to do so, as he is the chairman of the Mayor's committee which planned the fleet's entertainment. Mr. McAneny, with Dock Commissioner R. A. C. Smith and Theodore Rousseau, secretary to the Mayor, called at Mr. Vanderbilt's home to inquire if he had received any news of his brother, Alfred Glynnie Vanderbilt, reported lost in the sinking of the Lusitania.

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After waiting all day for an authoritative statement as to the extent of the Lusitania catastrophe, acting Mayor George McAneny issued an appeal last night for funds for the relief of sufferers.

In the afternoon the acting Mayor received a cable message from the Lord Mayor of Liverpool, announcing the establishment of a fund there in conjunction with similar action by the Lord Mayor of London. The Lord Mayor of Liverpool extended sympathy to friends and relatives of American victims and invited American cooperation. Acting Mayor McAneny, in his answer, said that he had appealed to the New York people for such aid. The appeal was as follows:

"Undoubtedly there are many in the city who will wish to give their share of relief to those left destitute through this great disaster. I shall on Monday appoint a citizens' committee to ascertain the actual degree of need and to receive subscriptions. Frank A. Vanderbilt, president of the National City Bank, has agreed to act as treasurer of this committee. Those who wish to aid may send their checks either directly to him at the City Bank or through the Mayor's office."

The need of quick relief, I am bound to believe, will be as great, or almost as great as it was at the time of the loss of the Titanic, and I trust that the response of the city will be as generous now as it was then."

Following is the cable message sent by the Lord Mayor of Liverpool: "In conjunction with Lord Mayor of London I have opened relief fund for sufferers by Lusitania disaster. Understand crew dependents provided for. Canard, but a number of second and third class passengers will be destitute. Shall be glad of your cooperation. I sincerely sympathize with American sufferers."

To this the acting Mayor replied: "Your cable received and sympathy deeply appreciated. The people of New York city, to whom I am appealing, will, I am sure, respond promptly in rendering every necessary assistance to those who have been left destitute by disaster and who may depend upon them for relief."

Gimbel Brothers sent a cable message yesterday to Louis E. Weber, their London representative, instructing him to offer assistance to the survivors of the disaster.

Ordered to Washington. The visitor sees this man, Lieut. Byron McCandless, who leaves off a task of packing his belongings to come on deck, and the visitor learns that the reason the lieutenant was packing up his things was that he has just been ordered to report to Washington to become an aid to Rear Admiral Benson, new chief of the Bureau of Operations. Lieut. McCandless said that "the Michigan hopes to get the efficiency trophy, which stands for gunnery and engineering combined." He hinted that this first of the navy's dreadnoughts might win the gunnery and engineering trophies as well.

It was learned also that the Michigan got 100 per cent. in torpedo practice, that it is a happy ship, that the men are all congenial, and that the team work aboard is the cause of its efficiency.

Furthermore, they will tell you aboard the Michigan that "ship for ship, we can lick anybody," but that people see this long line of battleships and forget that some of these ships would be useless in a battle, because the predread-

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TRUSTEES' SALES

(By Order of the United States District Court)



Astonishing Sacrifices of Seasonable Merchandise. Prices Cut Deeper Than Ever

Every article of Apparel, Household Goods, Outdoor Accessories, Table Supplies, included in these greatest-of-all money saving events.

Just Think For a Moment!

Is there anything you need for immediate use,—Is there anything you are likely to need during the near future? Make out a list of all these things and come here to GREENHUT'S immediately, and YOU WILL SAVE A GREAT DEAL OF MONEY ON EVERY PURCHASE YOU MAKE—FOR THESE ARE WONDERFUL DAYS FOR SHOPPERS.

Wonderful Bargains For Everybody!

Recent events, as you know, have made it necessary for us to dispose of everything in our two mammoth buildings, under price.

Ready cash must be realized; and to secure it as quickly as possible, we have arranged SENSATIONAL SALES IN EVERY DEPARTMENT—CUTTING VERY DEEPLY INTO OUR OWN ORIGINAL LOW PRICES.

THE MONEY-SAVING IS SIMPLY ASTONISHING. And don't for a moment lose sight of the fact that STOCKS OF SUMMER MERCHANDISE ARE NOW AT THEIR VERY BEST.

(These Trustees' Sales Are By Order Of The United States District Court.)

Notable among the departments in this sale are:

- | | |
|---|---|
| Women's and Misses' Suits, Wraps, Costumes, Fur, Girls' and Juniors' Coats, Dresses, Suits, Middy Blouses, Etc., Men's, Young Men's and Boys' Clothing and Headgear, Footwear for Every Member of the Family, Wrappers and Tea Gowns, Infants' Wear, Undermuslins, Corsets, Silk Petticoats, Bathing Suits, Hosiery and Knit Underwear, Shoes, Ready-to-Wear Hats, Trimmed Millinery, Untrimmed Millinery, Flowers, Feathers and Novelties, Lace Robes, Laces and Embroideries, Trimmings, Ladies' Neckwear, Collars and Cuffs, Ribbons, Veilings, Bridal Veils, Handkerchiefs, Gloves, Dress Goods, Silks and Velvets, Wash Goods, Linings, Fancy and Domestic White Goods, Staple and Fancy Linens, Blankets and Comforters, Art Embroideries, Umbrellas, Leather Goods, Trunks, Bags & Suit Cases, Notions, Hair Goods | Men's Furnishings, Jewelry, Silverware, Clocks, Cutlery, Books, Social and Commercial Stationery, Sporting Goods, Automobile Supplies, Cameras and Photo Supplies, Toys, Baby Carriages, New and Used Pianos and Player-Pianos, Sheet Music and Musical Instruments, Player-Piano Music Rolls, Music Roll Cabinets, Sewing Machines, Horse Goods, Drug Sundries and Toilet Articles, Groceries, Wines and Liquors, Cigars, Tobacco and Smokers' Articles, Conservatory Supplies, Growing Plants, Seeds, Canaries, Etc., Furniture and Bedding, Carpets, Oriental and Domestic Rugs, Linoleums, Oilcloths, China and Glassware, Lamps and Lighting Fixtures, Art Bric-a-Brac, Curtains, Draperies, Framed Pictures and Oil Paintings, Refrigerators, Aluminum Ware, Tin Ware, Wooden Ware, Enamel Ware and all other Kitchen Supplies, Garden Implements, Etc., Etc. |
|---|---|

There isn't a single article you could name for the person or for the home that isn't included in this enormous distribution of Summer merchandise. WHATEVER YOU NEED FOR NOW AND MONTHS TO COME IS HERE AND IN WIDEST VARIETY.

Extra sale people at your command to make choosing easy, and agreeable. But do your shopping early in the day—this will assist us in giving you prompt deliveries, etc.

Such a profusion of bargains has never been known in the history of New York retailing.

The Greatest Convenience of Shopping Is

A Charge Account

We'll make it very easy for you to become a CHARGE CUSTOMER of "The Big Store" if you will call at our Department of Accounts, Balcony, MAIN Building.

Summer Seashore and Country Delivery Service

Embracing 733 Towns and Covering an Area of 1,000 Square Miles

This service has already been inaugurated for the coming season, and affords the maximum of convenience for our customers. All deliveries made within 24 hours after purchase of goods. Merchandise bought up to 6 P. M. delivered the following day.

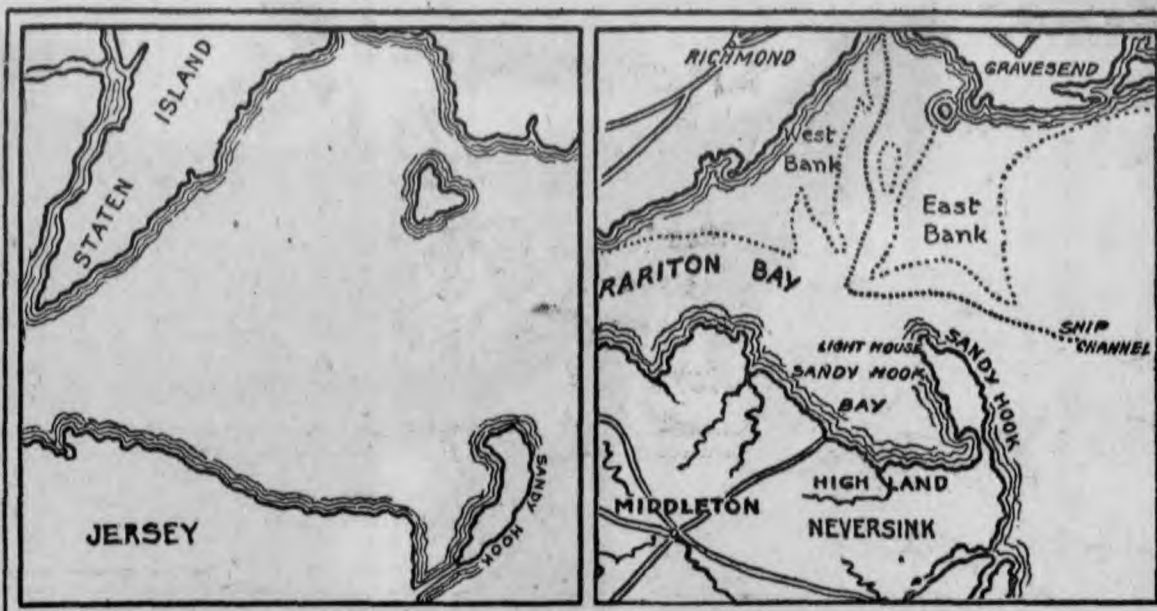
Double 25c Green Stamping Stamps with Purchases Till 12 o'Clock—Single Stamps Thereafter



Out of the depths.

PROBLEM OF SAVING SHIFT

Property Owners
Have Fought Des-
perately to Save
Seabright and Its
Neighbors From
the Menace of the
Gnawing Seas---
Nation May Have
to Come to the
Rescue



Map made during 1700.

Coast line of 1777.

FROM time to time geographers have announced that the Atlantic coast line was sinking into the sea, and some of them have been disquieting enough to declare that the day was surely coming when parts of Manhattan would be submerged. Just at present Seabright's predicament seems to bear them out, for the ocean is cutting seriously into the beach line of that part of the New Jersey coast and changing its contours in a fashion that gives an appearance of subsidence.

Further evidence of the same kind is to be had in old records. Ancient deeds to farms exist to-day as tokens of broad areas which have been taken back into the bosom of the ocean. That some parts of the sandy shore line have been made and unmade was strikingly established a few years ago during the building of certain bulkheads designed to hold the Atlantic at bay.

The engineers struck at a considerable depth the bodies of old pine trees standing just as they did when the subsoil slipped from under them and the invading sea overflowed them. In among that submerged woodland the sea cast its burden of sand and slowly reared layer after layer until the accumulation rose above the waves and the winds could help in piling up the mobile particles. Then vegetation got its grip and slowly spread its sheltering cloak and gave for a time stability to the mass.

Latter day man, unmindful of the fickle actions of the sea, has built his home on these upraised portions of the ocean bed, and now there is anxiety lest his feeble foothold be washed away. But he hopes that engineering skill, despite the repeated failure of costly bulkheads and jetties, will find a way to resist the assaults of the storm hurled breakers. The magnitude

of the engineering problem involved may be judged from maps showing the changes that have been wrought in that part of the Jersey coast in the last two centuries.

To reach Seabright and the towns southward by a sheltered water route one now traverses the lower bay to the inside of Sandy Hook and there enters the confluence of the Navesink and the Shrewsbury rivers, the Atlantic from that point onward being halted by a narrow peninsula of sand. The base of the Atlantic Highlands is safe from the sea's attack to-day, but there was a time when the ocean reached to the foot of the headland, and the date is not more remote than 1769.

According to a map prepared after Romer's survey of 1700, Sandy Hook was then joined to the Jersey coast by a narrow strip of sand and a part, at least, of the beach of the headland was exposed to the sweep of the Atlantic. The next map was published in England on December 1, 1777. The inscription says: "This map has been drawn from the survey made in 1769 by order of the Commissioners to settle the partition Line between the Provinces of New York and New Jersey, by Bernard Ralzer, Lieutenant in the 60th Regiment, and from another large survey of the Northern Parts in the possession of the Earl of Dunmore by Gerard Banker, the whole regulated and ascertained by Astronomical observations."

This map also shows Sandy Hook to be a peninsula bound to the Highland of Navesink by a narrow tie, the shore of the promontory is directly upon the ocean and the Shrewsbury River of that day flowed south of the headland and emptied right there into the Atlantic. It will be noticed that the river mouth was at that date comparatively narrow.

But see what changes occurred between 1777 and 1812. The legend of the third map reads as follows: "A map of the State of New Jersey. To His Excellency, Joseph Bloomfield, Governor, the Council and Assembly of the State of New Jersey this map is respectfully inscribed by William Watson, Gloucester County, September 25, 1812."

In this map the mouths of the Shrewsbury River and what was then known as Long Branch, have widened out greatly and Sandy Hook is no longer a peninsula, because the connecting strip at the Highlands has disappeared. In fact the map of 1812 records that the strip was cut through by the ocean in 1778. But why did the river mouths broaden? The explanation is probably that carrying out silt and sand with their ebbing tide the streams tended to fill up their own outlets, and the waters cut for themselves a wider exit to compensate for the loss in depth. At the same time a bar was probably built somewhat seaward, and this caused a deflection of the normal movement of the current northward along the coast, and the eddy so formed a little higher up probably scooped out the strip between Sandy Hook and the Highlands. A heavy storm no doubt sufficed to turn the Hook into an island.

This isolation of Sandy Hook brought in its train other radical consequences. The rivers continued to clog up their own mouths and between this operation and the effect of the coastal current a fairly substantial barrier of sand and silt was reared, tending to shut out the Atlantic, to unite the rivers and to send them jointly northward, behind this obstruction, along the line of least resistance. As a result, the bulk of their waters followed the opening cut in 1778 and discharged into Sandy Hook Bay.

At the same time, the rivers and the ocean kept up the building of the intervening barrier, the peninsula of to-day and finally Sandy Hook was thus reunited with the mainland, but not with the Highlands as of old. And now we come to another map which illustrates the instability of conditions along this section of the northern coast of New Jersey.

The legend of this chart is as follows: "A map of the State of New Jersey with part of adjoining States, originally compiled under the Patronage of the Legislature of the said State by Thomas Gordon; revised, corrected and improved by Robert E. Hornor, 1850." In this map the Shrewsbury River of old becomes the Neversink River and the Shrewsbury is the expanded development of Long Branch or Tallman Creek. Long Branch, the community, must even then have been something of a resort, for the most conspicuous of the habitations are plainly marked "Boarding Houses."

This map shows two inlets just north of the region most endangered now. The old Shrewsbury Inlet, which was opened in 1778 and made Sandy Hook an island, was closed by 1810, only to be opened again in 1830, and to be sealed once more in 1843. Another outlet or inlet, call it what you will, had been opened a little to the northward in 1840 and this was not blocked until years later.

Please notice that there was another breach in the peninsula at the lower end of Sandy Hook and at the point marked "Cove." Possibly you don't know it, but the narrow strip south of the Government reservation at Sandy Hook in the neighborhood of the Cove of 1850, was broken through by the Atlantic during a heavy storm a few years ago, and to repair that breach with a backbone of heavy rock cost Uncle Sam a matter of \$75,000. This

The image contains three maps of the Sandy Hook Bay area. The left map shows the West Bank, East Bank, and Middletown. The middle map shows Sandy Hook Bay, Highlands of Nevisink, and Shrewsbury. The right map shows Sandy Hook Bay, Atlantic Highlands, and Highlands of Nevisink Bridge.

Shore line of 1915.

If the Atlantic is bent again upon breaking at the foot of the Highlands is the country prepared to pay the price of preventing it? It is plain that the property owners on the peninsula are not equal to the tax; it is doubtful if New Jersey is disposed to shoulder the entire burden, and in the end the nation at large must be asked to come to the rescue. One thing is certain, action must be taken soon, as the gnawing seas are doing their work steadily, greedily and insidiously, for the gravest part of their effect is under water and unseen.

There is a long list of names ready for use if our government adopts this policy. The first of the new battle-cruisers might well be called the Alliance, in honor of the Alliance that was built at Salisbury, on our coast, in 1778, and which was the sole survivor of the original Continental navy when the Revolution ended. At one time it was commanded by John Barry, commander in chief of our infant navy. Then another battle-cruiser should be the Intrepid, in memory of the ship in which Decatur taught the Barbary pirates their lesson. What better names than Bonhomme Richard, Constellation, Congress, Independence, Chesapeake?

SUBMARINE WARFARE

*When the Hunley Sank the U. S. S. Housatonic, in
to the Bottom—Northern Newspapers
Even to the Head of the Confed
Unworthy of a*

By Heber Blankenhorn

"—One Cornelius's son
Hath made the Hollanders an invisible eel
To swim the Haven at Dunkirk and sink all
The shipping there, —"
—Ben Jonson's reference to Van Dribble's
submarine, 1620.

AN American submarine was the first to sink a warship. Had that submarine survived and sunk a fleet, had it been further developed so as to fix its legal uses, we might not in 1915-16 have come so near to war over its power and status.

America has been thrice at the point of giving submarine building a great push; in the war of '76, when a Revolutionary submarine attempted the first known attack on any warship; on the eve of 1812, when Fulton died just as he was in a fair way to make the submarine a work-a-da terror; and in 1863, when America went through the whole submarine cataclysm, both sides of it, within the memory of living men.

With the first two this article will not deal, since the hand of history has written and moved on, but with the third errors which have already crept into the histories of the Federal blockade of '63 are cleared up by the energetic memory of Captain J. H. Tomb, formerly engineer in the Confederate Navy and the only survivor of the first torpedo crew that struck a blow or damaged an enemy's warship.

"UNRECOGNIZED IN CIVILIZED WARFARE," WAS THE SOUTH'S OWN PROTEST.

Seventy-six, erect, white-haired, but full of life, Captain Tomb, with his twinkling eyes, long coat and broad-brim, is a picture of that Southern gentleman over whom grandchildren clamor and persuade to story telling. He and his of '63 were esteemed by the North the Tirpitzes of the Civil War, delightfully blackguarded by the morally indignant. Witness old newspapers talking of "dastardly and unchivalrous attack," while even Commander Ingraham of his own navy declared the use of torpedoes as "unrecognized in civilized warfare and unworthy of a chivalrous nation." Hear, then, with added interest what the captain of engineers, now living in Florida, has to tell of the dread submarine and the stark necessity which led to its origin and use.

"It was early in the '60s, when some of us began to realize that the South was likely to be beaten because of sea power. In 1862 the Yankee blockade was making itself felt. More hung on it than simply getting in supplies. If we could break the blockade England might recognize us, might even intervene. That was how we in Charleston got to experimenting with torpedoes.

TORPEDOES WERE DEEMED "NEW FANGLED" AND "UNWORTHY OF THE SOUTH."

"You can't imagine the difficulties we had. No navy at all, and mighty little metal or chemicals or skilled workmen to build one. Major Francis Lee invented the spar torpedo, and his first warships were rowboats. He couldn't get steam launches because old Commander Ingraham thought torpedoes 'new fangled' and 'unworthy of the South.'

"Lee's torpedo was a copper can holding fifty pounds of rifle powder, with four sensitive fuses in knobs on its end. Each knob was a tube of tin lead, inclosing a glass vial of sulphuric acid. When bumped against a frigate's bottom the tube bent, the vial broke and the acid set off the powder. The device was stuck on a spar slung underneath a rowboat, so that the torpedo was seven

feet under water and ten feet ahead of the bow.

"Merchants of Charleston raised a fund and built the first of the Confederate 'Davids.' Dr. St. Julien Ravenel devised her with Captain Theo Stoney. An old German mechanic, named Ebo, from the Ravenel plantation, put a little boiler, engine and propeller into her. She could make about seven knots.

"The David was a cigar shaped boat, thirty-three feet long, six feet beam, of wood. Her torpedo spar was a three-inch boiler tube, twelve feet long, attached to the bow, holding the charge, sixty-five pounds of rifle powder, eight and a half feet below the surface. Then we found a flaw in the tube and had to cut off two feet, putting the torpedo but six and a half feet down, which no doubt prevented more serious injury to the Ironsides when the torpedo exploded.

THE DAVID, A CONFEDERATE CRAFT THAT WAS ALL-BUT-A-SUBMARINE.

"She was an all-but-submarine. Only a few feet of her funnel, her two little ventilators and the coaming of her hatchway, fourteen inches high, showed when she was afloat. Mrs. Ravenel, the authoress, named her David, because of the disparity with the leading blockader, a 3,000-ton ironclad which had been shelling Charleston houses.

"On October 5, 1863, at 7 o'clock in the evening, we set out from Eason's wharf for the first successful attack on an enemy warship made by a torpedo boat. We were four—Lieutenant W. T. Glassell, C. S. N., commanding; Engineer J. H. Tomb, C. S. N.; J. W. Cannon, pilot, and James Sullivan, fireman. Our quarry was the frigate New Ironsides, then the most powerful in any navy.

"It was a black night, chilly outside, but stuffy inside our little egg of a warship. We churned along down the harbor, the hatch coaming awash. Beyond Fort Sumter we began to thread the enemy's guard boats off Morris Island. Not a peep from their pickets. Ahead we made out the fleet—sloops, transports, monitors and the huge bulk and spars of the New Ironsides.

"If only we had ten or twelve torpedoes how helpless this mighty fleet would be,' we thought. 'Down would go the monitors. Tucker would rush out and scatter the rest, the blockade would be broken, the South saved.' We turned toward the admiral's ship, determined to pay her the highest compliment.

LIEUTENANT GLASSELL TAKES LITTLE PRECAUTION IN TERMS OF BUCKSHOT.

"It was Lieutenant Glassell's plan to strike on the first of the flood tide, when she would be swinging upstream. We lay on and off. From the fleet came the music of fife and drum. It ceased; then came the 9 o'clock gun for lights out. Yellow dots winked and vanished, all but the riding lights. About 9:05 we seemed certain to be discovered. We put about and headed for the ironclad, full speed.

"Lieutenant Glassell, cool as ever, saw officer, but fully realizing what he had volunteered to accomplish, climbed up and sat on the edge of the hatch, steering us with his feet. Then Cannon handed up to him a double-barrelled shotgun. Its buckshot were for international law. At that time a torpedo boat making a secret attack on a warship had no legal status, and we meant to guard against being hanged in case we were captured.

BEGAN IN AMERICA

1864, the First Victim of a Submarine Went Called It "a Dastardly Attack" and erate Navy It Was "An Act Chivalrous Nation"

"Gun in hand, feet on wheel, he piloted us to within two minutes of her. Then, down amid our busy machinery, I heard from above a faint hail, "Ahoy, ahoy!" Glassell cocked both triggers. Again the hail, a little louder. Suddenly very loud and clear from straight above us: 'What boat is that?' It was the officer of the enemy's deck, Ensign Howard.

"Bang! Glassell's shot brought him down, poor fellow, mortally wounded. That sudden blow must have thrown their deck into confusion. Glassell

tossed his gun overboard. Just as their small arms began to let go we were in her shadow, under her starboard quarter. Glassell signalled to reverse the engines. Then we struck.

"The explosion was terrific. The David

plunged and seemed to be going right down. A huge column of water tore up into the night and fell in a flood on the Ironsides' deck and swashed down on the David. It rushed through her hatches and down her funnel, drowned the fires out and began to fill her hold.

The engines jammed. We rocked and bumped and settled fast. I could do nothing with the old engine and so reported to Lieutenant Glassell. He calmly ordered us overboard, each man for himself. Their fire was peppering the

water all around when I struck off, hoping to swim for Morris Island.

"The Ironsides didn't seem to be sinking very fast, but as well as I could judge in the water, her spars had a tilt. Their guard boats began coming up. Then I made out something like three

piles in a line, drifting away unnoticed—the David's funnels. She was still afloat. I swam cautiously back to her.

A voice hailed me in a whisper. It was Cannon, the pilot, clinging to her life lines. The man couldn't swim a stroke. Volunteered for a job like that and couldn't swim! He was brave. I got aboard. The water in her wasn't up to her boiler. I caught up the fires, righted the engine, pulled Cannon in and we headed back for Charleston.

"The fleet gave us a real rain of small arms fire. There were thirteen holes in her funnel and hatch when we got back to Atlantic wharf, but none in us.

"President Davis promoted me to chief engineer and I was put in com-

mand of the David. Glassell was picked up by a transport, put in irons and sent North to be hanged. He wasn't, however. The Ironsides was stove for forty feet and so shaken that she never fired another gun at Charleston. Finally she was sent to drydock.

MONTHS OF SLEEPLESS SHOOTING AT KEYS AND LOGS IN CHARLESTON HARBOR.

"The effect on the fleet was tremendous. Their morale was shaken. They lived in nightly fear of being blown up, unwarned. For months after they kept themselves sleepless shooting every keg and log that floated out of Charleston Harbor. In Charleston I covered the David over with a quarter-inch of steel and put a cap on her funnel, while they set to building more torpedo boats.

"The most serious effect of their scare was that they put booms around all their big ships. We couldn't get at them with the Davids. That led us to the submarine—Hunley's."

Not quite just like that, with a snap of the fingers. The David, a surface boat, sneaking up like a duckhunter, showed the necessity for the submarine, but was no more a step to it than making a leap on skis was a step to the aeroplane. To submarine is to turn fish. To do it man must be born again. The history of turning fish is as fascinating as turning bird, and, as in aviation, Americans have had more than a finger in it. The Confederate contribution is more important as a sidelight on human nature than as an aid to modern submarine builders. Yet of one of the Confederate submarines no less an authority than Simon Lake has said, with evident surprise, that it had good design. This was the New Orleans, which was launched with its crew of two negroes inside. It dived from the ways, but did not rise. Recently dredges found it intact, two skeletons inside.

THE ETHICS OF SUBMARINE WARFARE AS UNDERSTOOD BY GENERAL BEN BUTLER.

It is to be granted that the history of submarines is a satire on ethics. They play hob even with national consciences, until to-day the official reasons for and against their use as war boats are a ghastly joke on all mankind. Here's a pleasant form the joke took in '64, when General Butler, U. S. A., caught the man who had torpedoed the Federal Commodore Jones into fragments in the James River. He handed his prisoner over to the naval commander, with the kindly message: "If you can use him, do so; if not, hang him." The Confederate

was lashed to the cutwater of a gunboat going upriver, and "before we went 300 yards the man called out: 'Stop, captain, for God's sake; there's a torpedo just over there!' So we cleared the channel."

If the South disposed of the "moral" law with a shotgun blast in '63, the laws of physics were harder to overcome when they built their submarine. Untrained in science, the Southerners tried to condense three centuries of submarine planning into a few months. The Hunley fought nature more than the North and, since the South was desperate and determined, the Hunley became the most terrible crew-killer in this sort of history. To invent her, learn how to use her and strike one blow with her cost the Confederates thirty-two men.

Horace L. Hunley's "fish boat" was a real submarine, with a shell of boiler

iron, about 30 feet over all, 3½ feet beam and 5 feet deep. It was a large pea pod, its short stem being the spar torpedo. Eight peas inside were the eight men who sat in a row along a crank shaft, turning the screw to propel her at three knots. Two manholes let them out, sometimes alive. Two side fins, short planes, a yard back of the bow and stern, were the means of submerging. McClintock and Howgate built her at Mobile in 1863. Tried out in the bay there, she began her career by killing her entire crew—eight men lost.

Then she was brought to Charleston to be used against the Federal blockaders, and Captain Tomb made her acquaintance. It was first planned that the fish boat should tow her torpedo. She was to ride the surface until in the enemy's vicinity, then submerge, dive under the victim ship and rise on the other side until the torpedo at the end of the hawser should explode by contact on the ship's bottom.

Lying at the wharf in Charleston Harbor with her manholes open, she was swamped by the wash of a passing steamer, and only her commander, Lieutenant Paine, and one other got out of her as she foundered. Raised again, with a new volunteer crew, the same thing happened again, Paine and two others escaping this time. Eighteen men lost, perhaps nineteen, as the records are poorly kept and only half the names of the hardy men who perished in defence of the harbor could be found to place on their monument in Charleston recently.

THERE WAS RISK ENOUGH AND
TO SPARE IN SUBMARINE
PRACTICE IN THOSE DAYS.

"I remember one day," says Captain Tomb, "when Lieutenant Dixon and I were standing on Atlantic wharf as she went by. Her foremanhole was open, and Hunley, standing in it, waved to us and shouted: 'Do you want to come aboard for a dive?' Hunley himself was not often in charge of her. Soon he shut the hatch and slowly she dived. He was then abreast of the receiving ship Indian Chief, and his plan was to dive under her. We didn't see him come up and finally walked away from the wharf. The fish boat had no air storage and could stay down only an hour or so.

"That afternoon word spread through the city that Hunley had not come up. Some days later they raised her, all her men in a knot under her hatch—like worms under a log—dead."

Her maker and twenty-three men lost, and still Charleston supplied a fifth crew. New volunteers for a man-eater, a "peripatetic coffin," whose desperate venture was a dubious private enterprise accepted with reluctance by the nation's Navy Department! Scharf, the Confederate naval historian, says that she suffocated this fifth crew at practice, but does not specify where.

Undaunted, Tomb's friend Dixon (an infantryman, at that) took charge of the horrible fish. General Beauregard, then in command of the defence of Charleston, on Tomb's report that her "lack of buoyancy made her a likely coffin," would allow her to be used only as a surface boat, like the David.

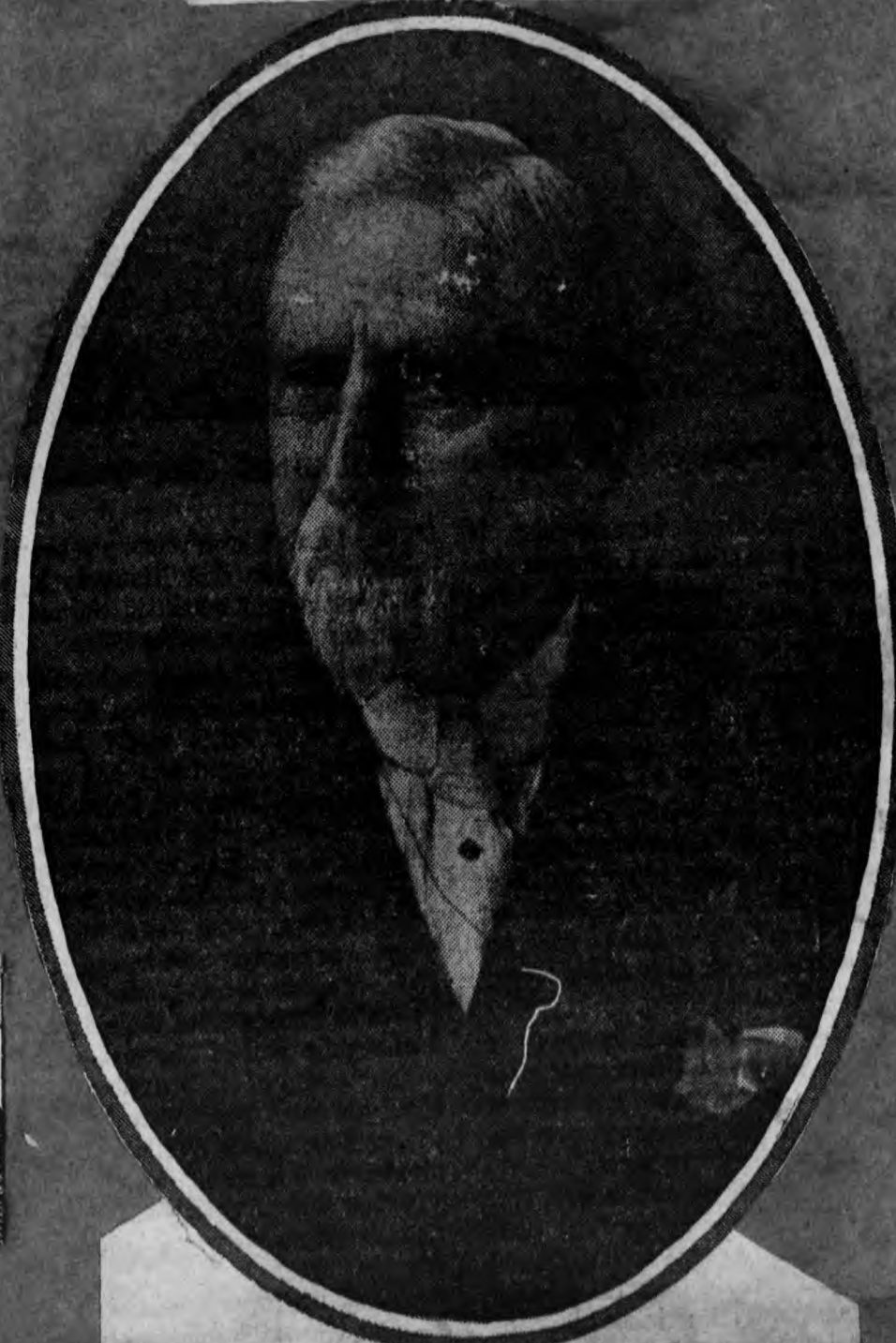
CAPTAIN TOMB TELLS OF THE FINAL TRIP OF "THE HOR- RIBLE FISH."

"After many consultations," says Captain Tomb, "Dixon and I agreed it would be best for the Hunley to strike when on the surface. I used to tow him down the harbor at night, using my steam power of the David to save his men until he could get near the enemy. Then one night his torpedo, for which he had adopted by new raise-and-lower device, came loose and floated around, within an ace of blowing up both of us. I asked that the David be relieved of such duty. Dixon often told me that the Hunley now worked beautifully and that he had been down as much as twenty feet in her."

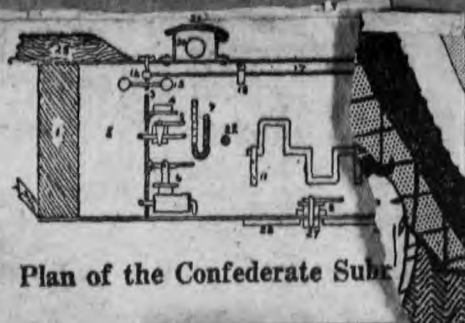
The Hunley struck at last, February



Captain J. H. Tomb, Confederate Navy, 1863.



Captain Tomb, Sole Survivor of the First Torpedo Crew, 1916.



Plan of the Confederate Sub

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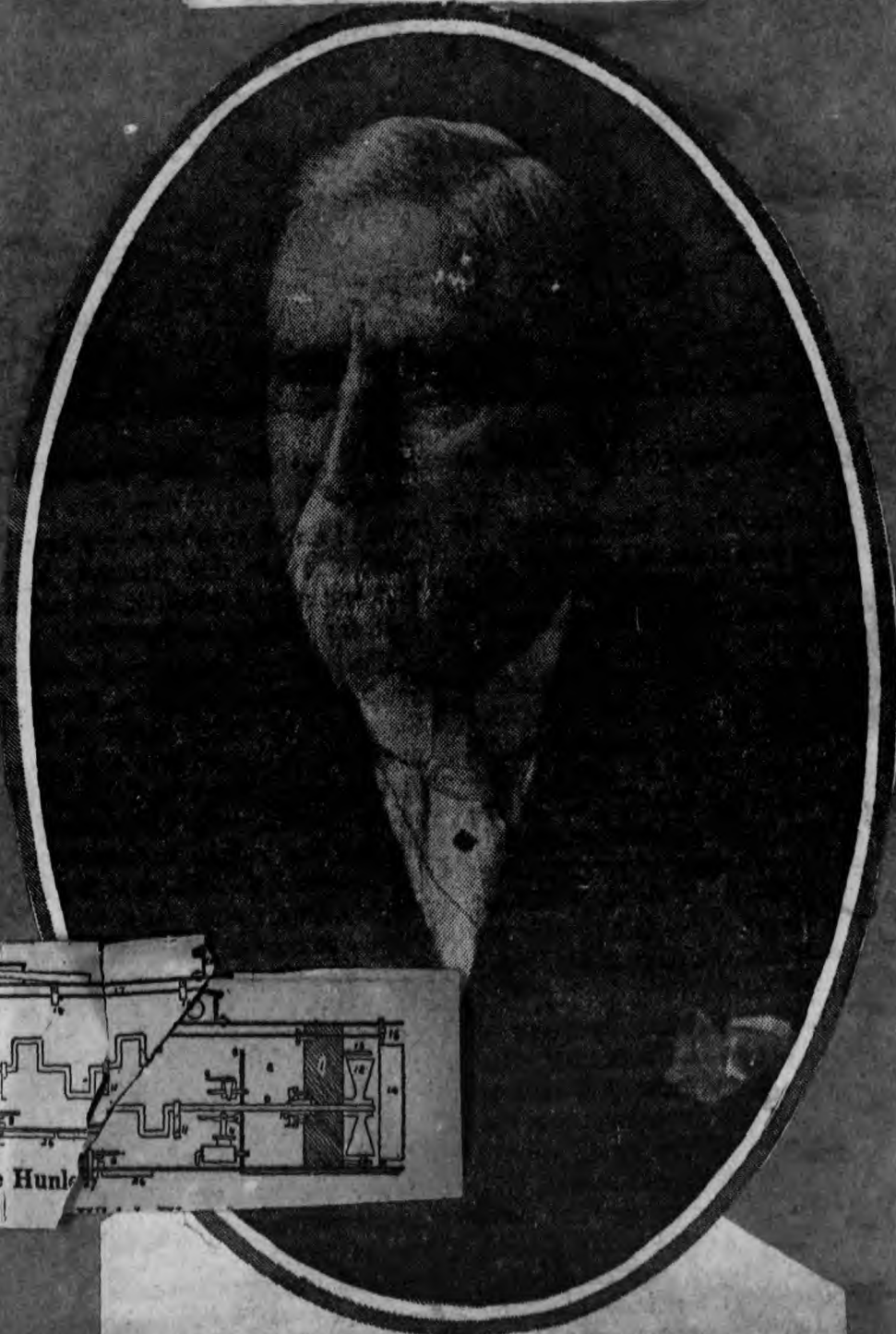
CAPTAIN TOMB TELLS OF THE
FINAL TRIP OF "THE HOR-
RIBLE FISH."

"After many consultations," says Captain Tomb, "Dixon and I agreed it would be best for the Hunley to strike when on the surface. I used to tow him down the harbor at night, using my steam power of the David to save his men until he could get near the enemy. Then one night his torpedo, for which he had adopted by new raise-and-lower device, came loose and floated around, within an ace of blowing up both of us. I asked that the David be relieved of such duty. Dixon often told me that the Hunley now worked beautifully and that he had been down as much as twenty feet in her."

The Hunley struck at last, February



Captain J. H. Tomb, Confederate Navy, 1863.



Captain Tomb, Sole Survivor of the First Torpedo Crew, 1916.

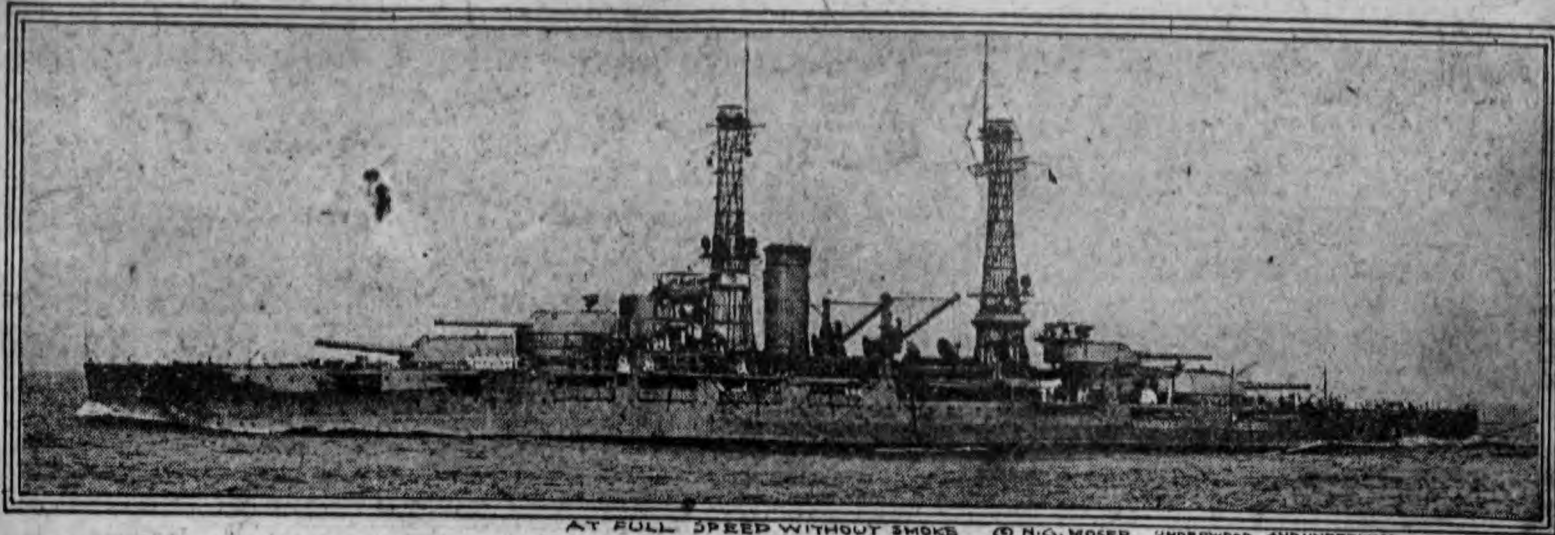


Plan of the Confederate Submarine Hunley

World Apr. 2, 1917.

103

"SMOKELESS" U. S. BATTLESHIP GOING AT TOP SPEED

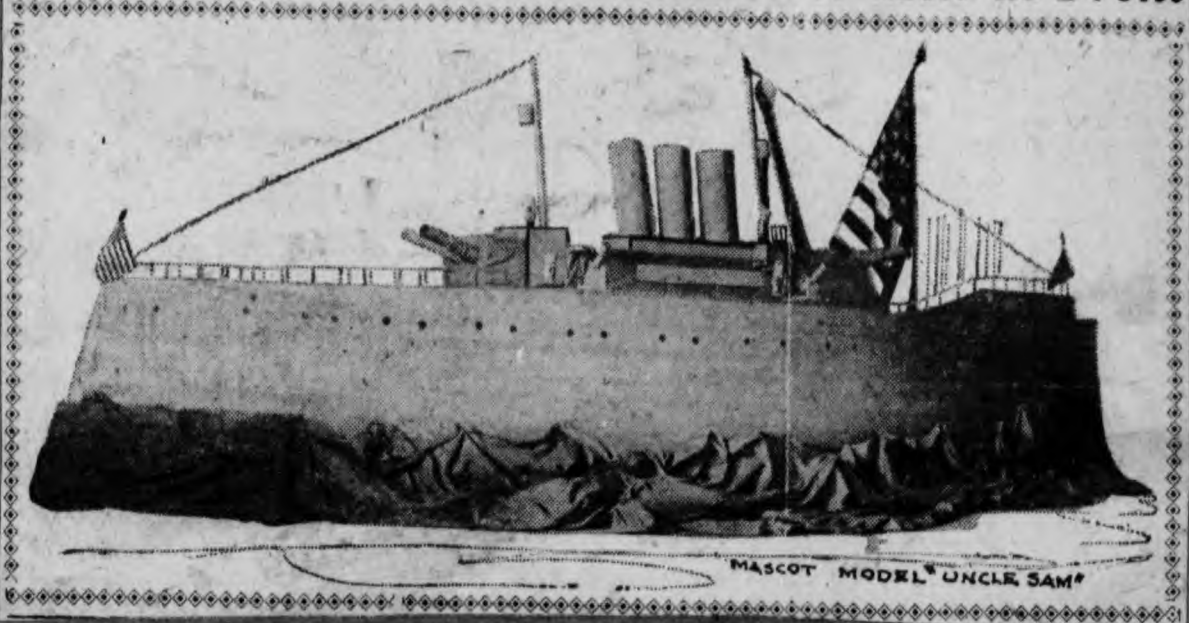


AT FULL SPEED WITHOUT SMOKE © H.G. MOSER UNDERWOOD AND UNDERWOOD.

One of the efficiency tests of a warship fleet is to control oil and coal firing so as to make the least possible smoke. Excessive belching of smoke is now considered gross inefficiency on the part of the engineering force.

NING WORLD, WEDNESDAY, APRIL 4, 1917.

Mascot Battleship of the "Militia of Mercy," Organized to Care for Families of Men at Front



MASCOT MODEL "UNCLE SAM"

Herald Apr. 11, 1917.

New Battle Cruisers to Bear Names of Famous Old Fighting Ships

Great War Vessels Now Building Will Be Called the Constitution, the Constellation, the Saratoga and the Ranger
—Other Old Names To Be Revived.

"Old Ironsides" Now the "Old Constitution"

Aye, tear her tattered ensign down;
Long has it waved on high,
And many an eye has danced to see
That banner in the sky.
Beneath it rang the battle shout
And burst the cannon's roar;
The meteor of the ocean air
Shall sweep the seas no more.
OLIVER WENDELL HOLMES.

Ranger made the first capture of a British man-of-war credited to the American navy in the Revolution.

The Lexington was the flagship of Commodore John Barry, which, sailing from Philadelphia, captured the British sloop Edward and brought back to the Marine Committee of the Continental Congress the first prize of the war.

The Saratoga was the flagship of Commodore MacDonough at the battle of Lake Champlain, September 14, 1814, when an inferior American force decisively defeated a superior British force.

As further battle cruisers are added to the fleet they will receive the names of famous old fighting ships. The next will probably be the Bon Homme Richard, the United States, the President or the Chesapeake.

There is a Saratoga on the navy list now. She formerly was the cruiser New York, Rear Admiral Sampson's flagship at Santiago. She will be renamed the Rochester.

Current Event
Apr. 20, 1917.

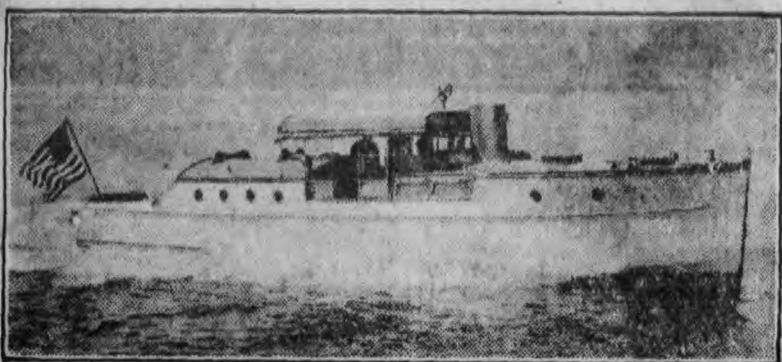
67
U.S. Guard Ship Interned
The first American vessel to be interned is the U.S. guard ship Scorpion. It entered the harbor of Constantinople for repairs and supplies. The Turkish government ordered it to leave within 24 hours, but it was unable to do so. Thereupon it was interned, "in accordance with The Hague convention." Our own Government, while neutral, was accustomed to give belligerent warships 24 hours after completing necessary repairs, but Turkey grants us no such favor.

Battleships' Names.

The custom of naming vessels of the American navy after the various States was commenced soon after the close of the war of 1812, when the Ohio, North Carolina, Delaware and Vermont were built.

104 Observer Apr. 21/17

FAST CRUISER ADDED TO FEDERAL SERVICE



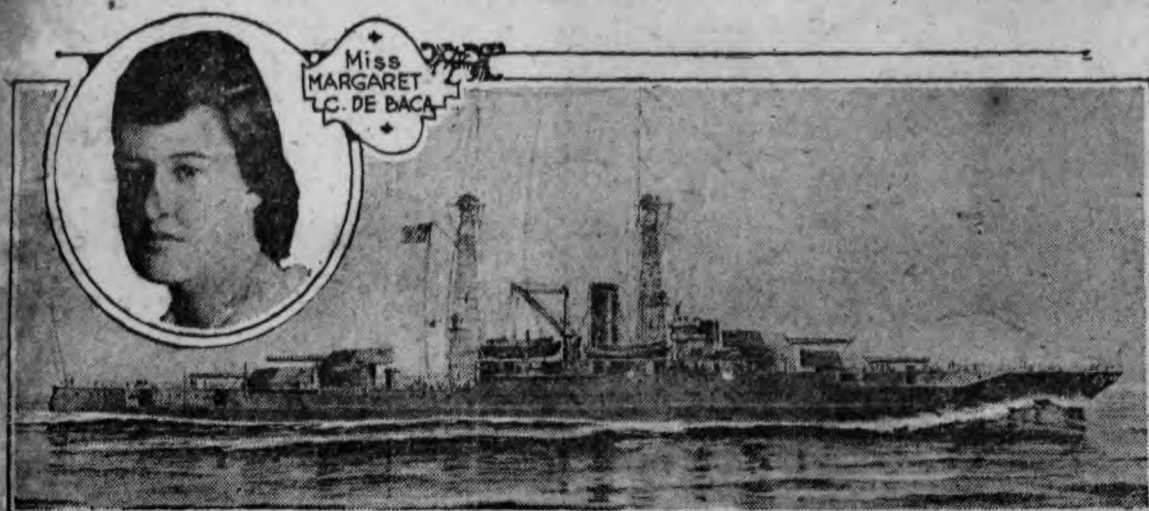
The fast express cruiser Gitana, recently delivered to Philip de Ronde, of New York City, has been enrolled in the naval coast defense service and now awaits the government's call. Mr. de Ronde is president of the Oriental Navigation Company, owners of the steamer "Aztec," which was sunk by a German submarine on April 1. Gitana, while out on a trial trip, was used to convey sailing orders to the captain of the "Aztec" just prior to the departure of that ill-fated

steamer on her last trip from these shores.

Gitana is fifty feet long, with comfortable accommodations for eight passengers and a crew of two, and powered with an eight cylinder 200 horsepower motor capable of driving the boat along at a speed of up to twenty-four miles per hour, could readily cover the distance from New York City to any point within a radius of fifty miles in about two hours' time.

THE WORLD: SUNDAY, APRIL 22, 1917.

U. S. BATTLESHIP NEW MEXICO TO BE LAUNCHED TO-MORROW.



BATTLESHIP NEW MEXICO...

First Sea Fighter of Her Class
to Be Equipped With
the Electric Drive.

The battle ship New Mexico will be launched at the Brooklyn Navy Yard at 10 A. M. Monday. The launching will be private, and the customary invitations, luncheons, &c., will be omitted.

The New Mexico is a sister ship of the Mississippi, recently launched at the works of the Newport News Shipbuilding and Dry Dock Company, and of the Idaho, still on the ways, at the works of the New York Shipbuilding Company, Camden, N. J. These vessels, when completed, will compare favorably in size and both offensive and defensive power with any battle ship afloat.

Their principal dimensions are as follows: Length, over all, 624 feet; breadth, extreme, to outside of armor, 97 feet 4½ inches; displacement, 32,000 tons; mean draft, 30 feet; speed, 21 knots.

The armament carried will be twelve 14 inch guns, twenty-two 5 inch guns, four 3-pounders, four anti-aircraft guns, two torpedo tubes.

The New Mexico will be manned with fifty-six officers and 1,141 men. She will burn oil exclusively and will be the first battleship built by any nation equipped with the electric drive. This system of propulsion has been thoroughly tried out in service on the Collier Jupiter, where it has proven extremely satisfactory.

The keel of the New Mexico was laid on Oct. 14, 1915. Although her construction has been materially delayed, due to difficulty and delays in obtaining material and to the scarcity of skilled labor, it is ex-

pected to finish her within the thirty-six months allowed by the contract. She is now about 67 per cent. completed. As soon as the New Mexico has been launched preparations will immediately be begun for laying of the keel of the Tennessee, the next battleship to be constructed at the Brooklyn Yard. A large amount of the structural material is already in the yard and considerable progress has been made in fabricating it preparatory to commencing the erection.

By the invitation of the Navy Department the late Gov. William C. McDonald of New Mexico, nominated as sponsor for the new battleship Miss Margaret C. De Baca, daughter of his successor as Governor.

How long does it take a submarine to submerge? How fast can a submarine go under water? J. L. G. A submarine can submerge in from eight to three minutes. The record for submerged speed, so far as known, is 12 knots. Generally ten miles an hour is the best underwater speed.

Sum May 29/17

Continued from First Page.

AMERICAN LINER SINKS SUBMARINE

Colia kept straight ahead at the top speed, but Capt. Rice and Lieut. Ware, in her bridge with their powerful glasses, were able to watch for a long time the spot where the submarine's periscope had been sighted and they saw nothing which led them to change their belief that they had destroyed a German U-boat.

Capt. Rice's Story.

Capt. Rice declared to-day that there is absolutely no doubt that the U-boat was Lt. Lieut. Bruce and the Mongolian's mates and men are also convinced that she was destroyed. The captain outlined his story with a show of modesty, he could not quite conceal his pride in his ship's achievement. He paid high tribute to Lieut. Ware and the gunners under him.

"The submarine came up, after sinking once from our sight, not more than 1,000 yards from us," said the captain. "She had a fine shot at our broadside when the lieutenant and his men gave a superb exhibition of American naval efficiency."

"The lieutenant knew before the shell struck the submarine that the aim was accurate. There was no guesswork about it. It was a case of pure mathematics. Taking the speed at which the Mongolian was travelling and the speed the submarine might be expected to make and computing these figures with the distances we were from the submarine when the craft was first sighted and when she appeared the second time it can be shown that the lieutenant had his gun sighted to the inch. And it must be remembered that the whole affair took only two minutes."

"We didn't stop to reconnoitre after the incident, but steamed away at full speed, for it was not improbable that there was another submarine about. The one I got undoubtedly had been lying on the bottom at this spot waiting for the ship and came up when she heard our propellers."

"After we sank her, I sent a wireless message stating that a submarine had been seen."

Raise in Price Coming

We have received word from the factory that a substantial raise in the price of Saxon will be effective on or about May 1st. The explanation is obvious. Costs of labor, and parts are steadily rising. The high quality of Saxon "Six" is maintained. We can accept only a small number of orders at the present price, \$865.00, in at once. To delay much longer would be a delay too long.

Saxon Motor Co. of New York
1744 Broadway

A Declaration of Independence

The Mongolian, which bagged a German submarine at a distance of 1,000 yards, was armed fore and aft. She had nineteen naval gunners aboard under the command of Lieut. Bruce Ware.



First American Merchantman to Sink U-Boat.

105

Sum Apr. 25/17.

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CAPT. RICE IS HERO ON WORLD'S SEAS

Wigwagged Sampson to Victory in '98 and Later Was Decorated by Mikado.

When Admiral Cervera's squadron steamed out of the mouth of Santiago Bay in '98 to engage the American fleet the scoutship Harvard, formerly the St. Louis of the American Line, crowded on every ounce of pressure to bring Rear Admiral Sampson to the scene. As the Sampson flagship appeared within signalling distance the chief quartermaster, a youth of 21, wigwagged him this signal from the bridge:

"Spaniards escaping. Return at once."

That quartermaster was Emery Rice, commander of the Mongolia, which yesterday fired the first gun for America in the world war.

It was on the Mongolia that Rice three or four years ago saw an overturned sampan in the Yellow Sea. A typhoon was raging, one that was almost strong enough to tear the big oil burner from her course. The rules of the sea would have permitted him, for the preservation of the safety of his own passengers, to have kept to his route. Rice, however, in the teeth of the storm manoeuvred his vessel so that she gave a lee to the drowning Japanese. He saved the crew of five.

Decorated by Mikado.

The Mikado of Japan publicly decorated him for this act and on the medal is written that Capt. Rice distinguished himself for "seamanship and humane efficiency."

After the passage of the seamen's shipping bill when the Pacific Mail line withdrew its vessel from service Capt. Rice took the Mongolia on her last trip through Oriental waters. Before he left Manila Bay, on September 1, 1915, the citizens of the city presented him with a loving cup on which was inscribed:

"To Capt. Emery Rice, a genuine American seaman."

Just before the outbreak of the present war, when plans were being made for a ceremonial opening of the Panama Canal, one in which the vessels of the world would participate, the United States Government tendered to Capt. Rice the honor of leading the first vessel through the canal. The opening of hostilities compelled a postponement.

These are some of the high points in the life of the man who tried to ram the U-boat. He gained his certificate to man a passenger vessel of the first class when he was one month short of 35 years. At the age of 40 he has a commission as captain in all the waters of the world.

A Thorough American.

He is a thorough American, this master of all sea lanes. As far back as the French and Indian war his forefathers made history in this country. One of his ancestors was a member of Boston's Committee of Safety in Revolutionary days. Another participated in the War of 1812, and there were others of his family who distinguished themselves in the Mexican and civil wars. Never in his twenty years of active life as a seaman has this young commander trod as an officer on any other than an American deck. He was born in Boston in the shadow of Old North Church.

It was in 1897, when as captain of the cadet corps on the Massachusetts schoolship Enterprise that Commodore Eaton in awarding Rice his diploma said:

"Em Rice, barring physical accident, you will make your mark in the world."

His first sea duty was with the American Line as quartermaster on the St. Louis. When war was declared his vessel was at Southampton. She was called back and when she went into the naval service as the Harvard Rice held his rank. The flag he waved to summon Admiral Sampson to the battle now is in Harvard's museum as a gift from Rice.

After the war he returned to the merchant service. He was again in Southampton when Lord Lovett's expeditionary force started for the Transvaal after the Boers made war on the British. He remained with his line for several years. Finally, when he was fourth officer on the Finland, running to Antwerp, he resigned.

Sought Many Seas.

"I don't want to be a navigator of only one ocean," he gave as his reason for quitting the service. In 1905

he took the Minnesota, a liner of 2,250 tons, around the Horn. In San Francisco he allied himself with the American-Hawaiian Line. He became first officer on the steamship China.

While in the Pacific service he made two winter trips to Nome through the treacherous Alaskan waters. On one of these voyages his vessel carried 1,800 tons of dynamite in the hold. She was caught in a hurricane, part of the cargo became dislodged and a cask of cement crashed about the deck until it fell down a hatchway. It dropped within six feet of a forty pound case of dynamite.

"Your staunch lad, Emery, came pretty close to being wiped from the list of American seamen," he wrote to his sister, Harriet Livermore Rice, who enjoys considerable reputation as a writer.

When he joined the Pacific Mail Line he was made first officer of the Manchuria, sister ship of the Mongolia. He got his captain's ticket in April, 1912, and put foot on the bridge of the Mongolia.

He has struck the first active blow in one war, and, as has been told, was conspicuous in another war of his country. In addition to witnessing the transporting of troops for the South African war he also was in the transport service during the China-Japan conflict and the Russo-Turkish war.

Carrier of Munitions.

Ever since he came back to the Atlantic coast, in the fall of 1915, he has carried millions of tons of ammunition abroad. Since the severance of relations between the United States and Germany he made one trip across the Atlantic without armament on his vessel.

"Em" Rice is of average height and looks to be closer to thirty than forty. He is not the gruff sailor of the old school. His is the polish that is necessary for the social duties enforced on passenger carrying vessels. He can sing a good song well and there is not an evolution of the newer dances with which he is not gracefully familiar.

However, his bent is not toward the social side of his duty. He is a skilful boxer and has been known to travel miles to join or witness a good fight. On all his cruises he has put a strict injunction upon his sister to save for him the newspapers' sporting pages so he could keep informed on baseball, football and prize fighting, so she said with pride last night at the Hotel Albert. He is also a crack shot with a revolver or rifle.

In demeanor, he is quiet and modest. He has a talent for story telling, and his letters home are written more to amuse than inform. Among sailors he is known as a firm commander, a careful navigator and a man of humanity and justice.

THIRD TRIP IN ZONE.

On Previous Two Voyages Mongolia Was Unarmed.

The Mongolia had made two trips, unarmed and unafraid, through the area forbidden to American vessels by the Kaiser, before she equipped herself with two four inch rapid firers on her bow and a six inch gun aft. The local office of the International Mercantile Marine had received no word from Capt. Rice about the sinking of the submarine, but the officials believe the story, saying that Capt. Rice never spins yarns for the mere pleasure of impressing his audience.

Among the officers on board the Mongolia are two residents of this city. First Officer W. E. Wollaston of 174 West Seventy-third street and Third Officer Joseph G. Lutz of 2541 Palmetto street, Brooklyn. Other officers are Chief Officer Thomas Blau, Second Officer Charles Krieg, Fourth Officer C. D. Riley and Cadet Officer Fred E. Wilcox. In the crew of 146 are 67 American citizens from nearly every State in the Union.

The Mongolia left an American port on April 4. She can make fifteen knots, but in heavy weather not more than twelve. She has made the trip across the ocean in ten days, but usually saves coal by taking fifteen days.

When she encountered the submarine she was carrying a cargo of 15,000 tons of war munitions, and would have been a fat prize for a torpedo. The Mongolia was built at Camden, N. J., in 1904 for the Pacific Mail Steamship Company and served on the Pacific coast until she was brought to New York in 1915. She measures 13,629 tons gross, is 615 feet long and of 65 feet extreme beam. She is one of the largest vessels under American register.

War Posters Exhibited.

Major-Gen. Leonard Wood and Sir Herbert Tree will open the War Poster Exhibit of the New York Press Club, 21 Spruce street, at 2:15 this afternoon. The exhibit consists of British posters appealing for men and money and will continue Friday and Saturday from 2 to 9 o'clock.

AMERICAN LINER SINKS SUBMARINE

Continued from First Page.

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106 *Globe June 7/17.*

Seized German Ship Now Being Fitted Out by U. S. at a Pacific Coast Port



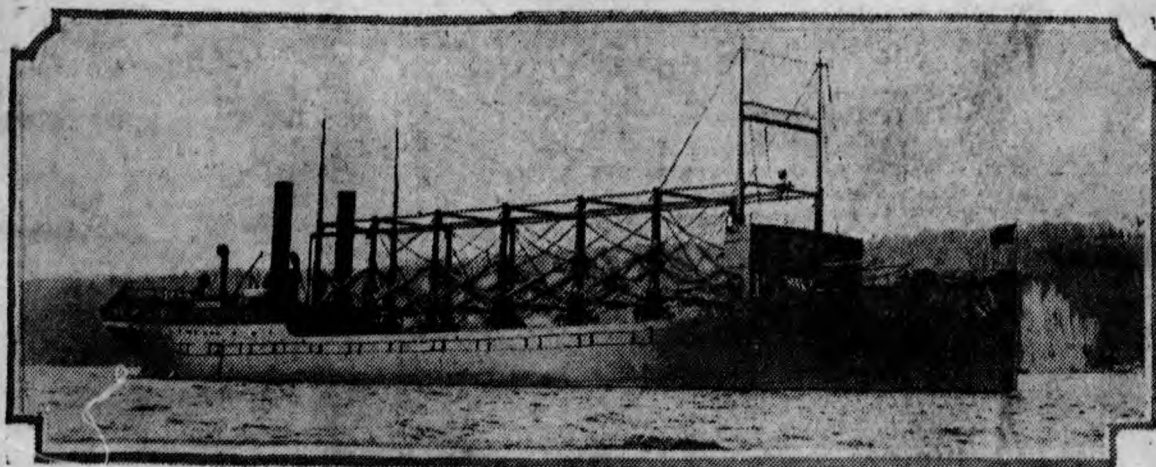
(Copyright, 1917, by International Film Service.)

To man this vessel and the prospective thousand other blockade runners now under construction the United States Shipping Board is recruiting 10,000 deck and engine room officers to train as captains and mates. The board is establishing a chain of nautical schools on the Atlantic coast, the first of which opened June 4 near Boston. Government positions at high pay will be the reward of the men who pass the examination at the end of the term.

Herald June 8/17.

AMERICAN WAR SHIPS IN FRENCH PORTS ARE WARMLY GREETED

Ministry of Marine Expresses Joy Over the Vessels' Arrival—The Big Naval Collier Jupiter, Wheat Laden, Has Reached the Other Side, Secretary Daniels Announces at Washington.



THE U. S. NAVAL COLLIER JUPITER.

[BY CABLE TO THE ASSOCIATED PRESS.]

PARIS, Thursday.—The Ministry of Marine last night announced that American war ships had anchored off the French coast. The announcement adds:—

"The French navy greets with joy on their arrival these new brothers in arms who, under the flag of the great American republic, have come to participate until final victory in the struggle against the common enemy."

A large American transport containing wheat for American troops which are to come later has crossed the Atlantic under the protection of an American war ship, the *Matin* announces. The transport is now being unloaded at a French port, the newspaper says.

Preparations are being made for the reception of American troops, the news-

paper says further. Several bases similar to those of the British army have been organized. Camps have been laid out for infantry and artillery and aviation parks have been established for American aviators. None of the American officers is bringing his family.

The *Matin* says the arrival of the transport means that the provisioning of the army is well under way before the arrival of the troops and that accordingly the American forces will make no call on the French stock of food.

THE COLLIER JUPITER REACHES FRANCE

WASHINGTON, D. C., Thursday.—The naval collier Jupiter has arrived in France, Secretary Daniels announced to-day, laden

with wheat and other supplies. The Jupiter steamed from an American port without any intimation of her voyage having been given out in advance and is now at anchor in a French port.

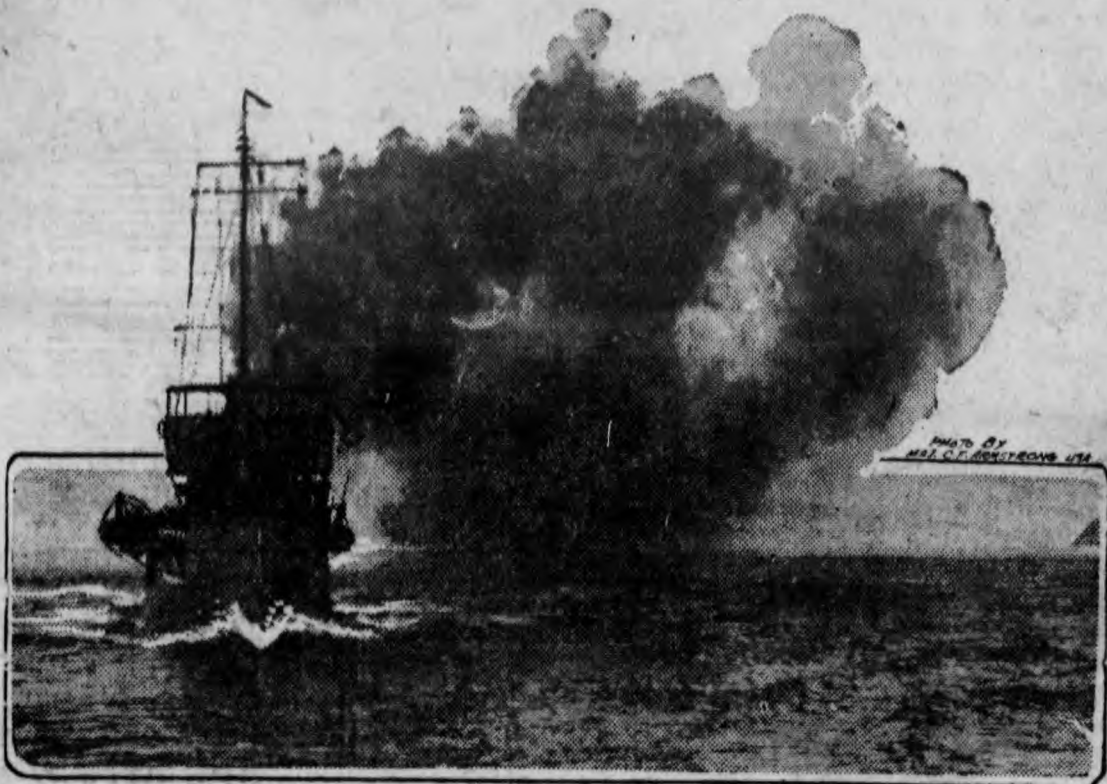
The Jupiter is one of the navy's largest colliers. She was the first electrically propelled vessel ever built, and her performance was so good that it led to the adoption of electric drive for all new battle ships and battle cruisers, the American navy being the only one in the world to adopt that type of propulsion. The Jupiter was built at Mare Island Navy Yard, San Francisco. She has high speed for an auxiliary naval vessel, which would enable her to escape submarine attacks under any but unusual circumstances.

Secretary Daniels did not specify what supplies besides wheat the big collier carried.

G. C. G. June 13/17.

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"SOMEWHERE ON THE PACIFIC"



Torpedo boat destroyer steaming full speed ahead on patrol duty along the western coast. These fast vessels of the Pacific fleet are tirelessly watching to prevent any possible chance of an enemy craft reaching a striking point on the western water line.

Newark Call
July 8/17.

Newark Call
July 11/17.

Battleships.

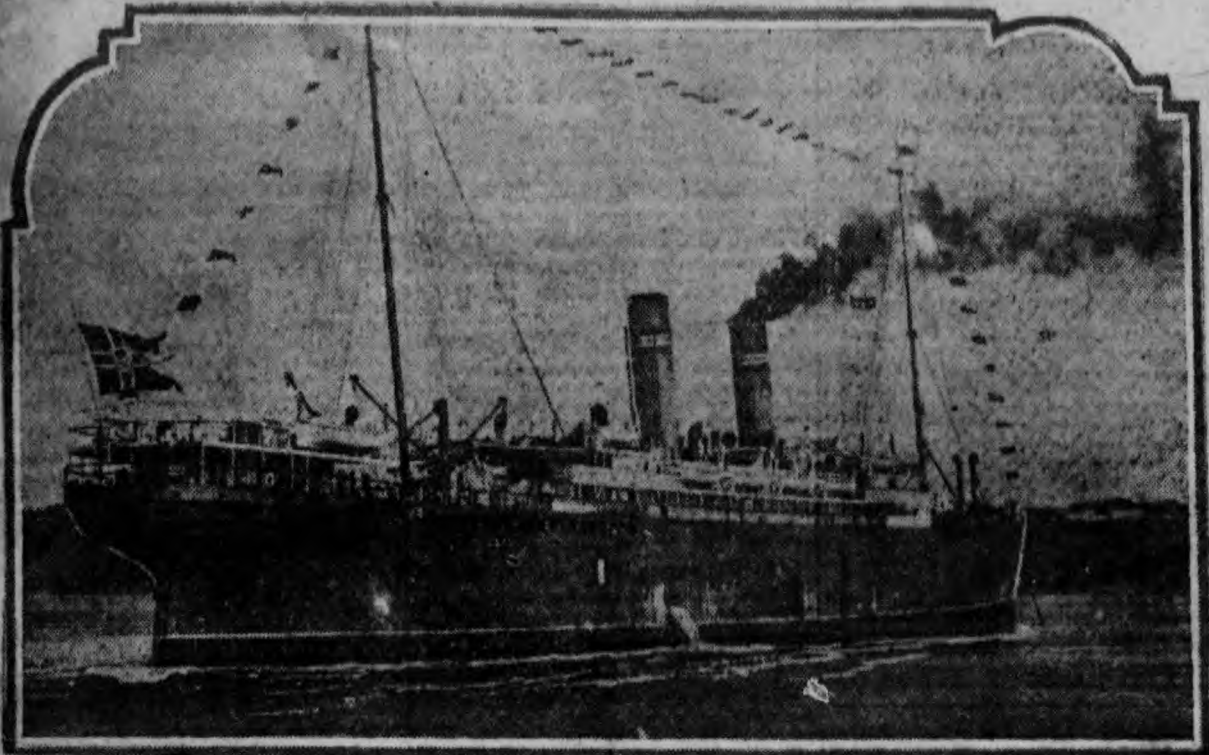
M. M. B.—Our answers to your questions were referred back to the Navy Department and brought the reply that they were correct. The vessels referred to have not been named yet. For the interest of readers we will publish the clipping you enclose. Both our answers and the article are correct. The clipping is as follows: "The law requires that all first-class battleships 'shall be named for States and shall not be named for any city, place or person until the names of the States have been exhausted,' and a recent article by Walter Scott Meriwether in The Rudder points out that Secretary Daniels' recent order assigning the names of New Mexico, California, Tennessee, Mississippi and Idaho to the five superdreadnoughts now under construction completely exhausts the list of unused names. In selecting names for the five battle cruisers authorized by the last Congress recourse was had to names which never should have disappeared from the navy register—Constitution, Constellation, Saratoga, Ranger and Lexington. The famous old frigates Constitution and Constellation, now preserved as relics of the wooden fleets of a century ago, will be known as 'Old Constitution' and 'Old Constellation.' The present Saratoga was formerly the New York, the armored cruiser which served as Admiral Sampson's flagship."—Ed.

United States Navy.

To the Editor of the Sunday Call:
1. How many battleships has the U. S. A.? 2. Are they rated as first, second and third class? 3. Which class bears the names of States? 4. Is every State represented by a ship? 5. What relationship has a school or training ship to a battleship? 6. How do sailors, "jackies" and marines differ? 7. Is the Brooklyn a battleship? 8. How long a time does a "jackie" serve in time of peace? 9. What is the proper pronunciation in English for the names Yvette Guilbert and Julian Eltinge?
M. M. B.
1. There are forty-two vessels in the United States Navy classed as "battleships." 2. There is only one class of battleships. Cruisers are divided into first, second and third classes. 3. Battleships and armored cruisers, although these classes also number ships of other names. 4. No. 5. The training ship is a vessel on which sailors receive training. A battleship is one on which they perform active service. 6. Sailors, or "jackies" as they are sometimes known, are seamen. Marines are "soldiers of the sea," that is, they perform soldiers' duties afloat and ashore. 7. No, the Brooklyn is a first-class cruiser. 8. Four years. War times has not changed the period of enlistment. 9. Yvette Guilbert, as pronounced in English, sounds like "E-vet Gilbert." Julian Eltinge is pronounced the same way it is spelled, except the final "e" is silent.—Ed.

THE KRISTIANIAFJORD, WITH 1,200 PERSONS ABOARD, RUNS ON ROCKS

Big Norwegian-American Line Steamship in Dangerous Position on Southeast Newfoundland Coast, Seven Miles from Cape Race, but May Be Saved—Passengers Landed Safely and Sent to St. Johns—Wireless Brought Rescue Ships.



THE KRISTIANIAFJORD.

[SPECIAL DESPATCH TO THE HERALD.]

HALIFAX, N. S., Sunday.—The steamship Kristianafjord, with 1,200 passengers from a port in the United States for Norway, ran hard on the rocks seven miles west of Cape Race, on the southeastern coast of Newfoundland, to-day and was damaged seriously.

So dangerous did the position of the vessel seem that all passengers were taken off during the afternoon and are being sent to St. Johns by train.

Latest wireless despatches from Cape Race state that water has not entered the engine or boiler rooms, and that aid has arrived in several swift vessels from St. Johns and the Canadian government steamship Stanley.

The Stanley was cruising in that neighborhood when she was reached by wireless and hurried to the scene. While details received here are meagre it is believed that the Kristianafjord went ashore in such a position that the passengers could be landed without great difficulty. Brief messages by wireless state that all passengers were landed safely and that none was hurt.

Passengers Sent to St. Johns.

Where the steamship went ashore is a desolate coast, without accommodations for many persons, and for that reason the passengers were being sent to St. Johns.

The Kristianafjord, of 10,665 tons gross, and the largest steamship regularly in the Norwegian trade, arrived here on Thursday from an American port, and underwent the customary admiralty search for neutral vessels. That was completed within twenty-four hours, and after additional supplies were taken on board the Kristianafjord left here Friday afternoon for a port in Norway.

Her course lay to the south of Newfoundland. She should have passed several miles south of Cape Race and then changed her course two points northward. The weather was heavy when she left here, there being a mist due to much recent rain.

Wireless messages from Cape Race state that in the last twenty-four hours a heavy rain had fallen south of Newfoundland, with a heavy thick fog prevailing. It was in such weather that the big steamship strayed off her course and went up on the jagged rocks on the southeastern shore of Newfoundland.

Steamship in Bad Position.

The Kristianafjord quickly reached the wireless station on Cape Race with her distress signals and then distress signals were sent broadcast by wireless and to St. Johns by telegraph.

The Stanley was reached at sea and several large steamships put out from St. Johns to go to the rescue. Several of the rescue vessels had reached the Kristianafjord late this evening. They reported that the Norwegian passenger vessel was in a bad position, although it had been possible to land the passengers at Portugal Cove.

Water flooded several of the cargo holds but had not reached the furnaces under the boilers nor the engine room. The officers and crew were standing by, it was said, probably to aid in lightering the vessel of her cargo.

A late message from Cape Race by wireless said that although three of the Kristianafjord's holds were filled with water it might be possible to save her. That was taken to indicate that the seas were favorable and that with the removal of cargo there was hope of pulling the big vessel off the rocks.

Seas Favorable for Salvage.

While there have been heavy rains and much fog the seas of the Newfoundland coast have been smooth and favorable to rescue and salvage work.

The Canadian government is sending from this port all the aid possible, including air compressors and pumps to be used in floating the vessel.

The Kristianafjord is owned by the Norwegian-American line and was built at Birkenhead, England, in 1913. She is 510 feet in length, 61 feet in breadth and has a depth of 40 feet and 6 inches. She was designed to have a speed of sixteen and a half knots, and it was expected that she would make the voyage from the United States to Norway in eight days.

Finished soon after the Titanic disaster, the Kristianafjord was equipped with more than sufficient lifeboat room for all persons carried and with the latest life-saving devices. She is a sister ship of the Bergensfjord, which was put into service several months later.

Among the first cabin passengers on board the Kristianafjord was Heinrich Schaufhausen, a representative of Count von Bernstorff, formerly German Ambassador to the United States. Schaufhausen was ordered deported by the American State Department and was escorted aboard the vessel by agents of the department just before she left the American port.

New York Office Advised That Passengers Were Landed Safely.

At the local offices of the Norwegian-American line, No. 10 Bridge street, the following cablegram from Captain S. C. Hjarth Dahl, commander of the Kristianafjord, was given out last night:—

"Kristianafjord went ashore in thick fog seven miles west of Cape Race. Passengers all safely landed. Forward hold flooded. No water in boiler or engine room. Exposed position. Send assistance."

The Kristianafjord steamed from an American port July 7, with 93 first cabin, 178 second cabin and 645 steerage passengers and a crew of nearly three hundred men. She also carried a general cargo of 6,000 tons, mostly provisions. She first proceeded to a Canadian port, where she was passed by the British blockade au-

thorities. She left that port last Friday afternoon bound for her home port, in Norway, via Halifax.

The agent here sent word to De Wolf & Son, the agents in Halifax, to send assistance to the passengers and extend every needed attention. A reply was received to the effect that the passengers had been safely landed at Portugal Cove and that the Canadian Department of Fisheries had sent a tug to the assistance of the vessel.

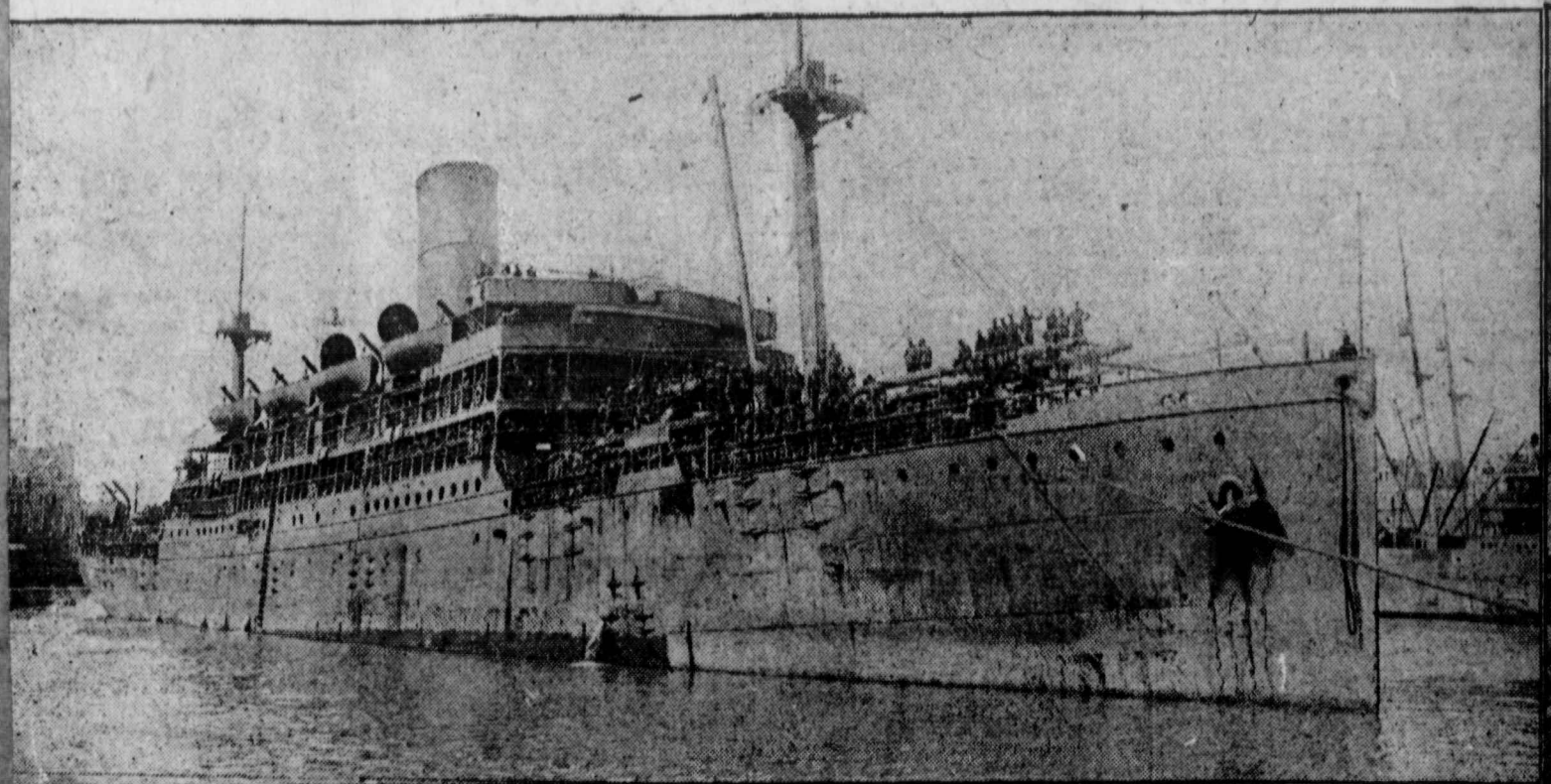
What disposition would be made of the passengers the officials here said they would not be able to decide upon until today. If possible the passengers will be transferred to another vessel and sent to their destination in Norway. If not, they probably will be brought back to the port they left in the United States.

First cabin passengers aboard the Kristianafjord were:—Mr. Carl Aslaksen, Stavanger, Norway; Mr. Alexander Benikoff, Brooklyn; Mr. Birger Bjornstad and Mr. Halvor P. Borgen, Kristiania, Norway; Mr. Fritz Bern, Mrs. Bern, Master Wilhelm and Miss Else Bern, Washington, D. C.; Miss Senta Centervall, Philadelphia; Mr. Matts De... and Mrs. Ingrid De Pua, New York; Miss F. Dring, Chicago; Mr. Theodore De Groot and Mr. Ragnar Elfverson, New York; Miss Agafia Estafieva, Petrograd; Mr. Atle Freng, Mrs. Freng and Miss Betzy Freng, Rio de Janeiro; Mr. Ragnar Furstenborg and Mrs. Furstenborg, Mariehamn, Finland; Mrs. Oscar J. Francis, Miss Doris Francis, Mr. Herbert Guettler, Mrs. Guettler and Master Blaise A. A. Guettler, Chicago; Mr. S. Gull, Brooklyn; Mr. Carl Guthormsen, New York; Mr. John W. Halvorsen, Trondhjem, Norway; Mr. William T. Humes, New York; Mr. Edward K. Hoekstra, Mrs. Hoekstra, Master Edward K. Koekstra and Miss Aleida Hoekstra, Port Elizabeth, South Africa; Mr. H. G. Homan and Mr. Anthony J. Jankinevicius, New

York; Miss Bertha Johansen, Smmit, N. J.; Mr. J. Walter Johnson and Mr. Sergey Kitaeff, New York; Mr. T. P. Kurbakoff, Petrograd; Mr. Glib Labinsky, Geneva, Lange, Brooklyn; Mr. Carl Lann and Mr. David Lavovicz, New York; Mr. John D. Lindell and Mrs. Indell, Dunkirk, N. Y.; Mr. Even G. Lindmark, Brooklyn, and Mr. Birger A. Loe, Brigham City, Utah.

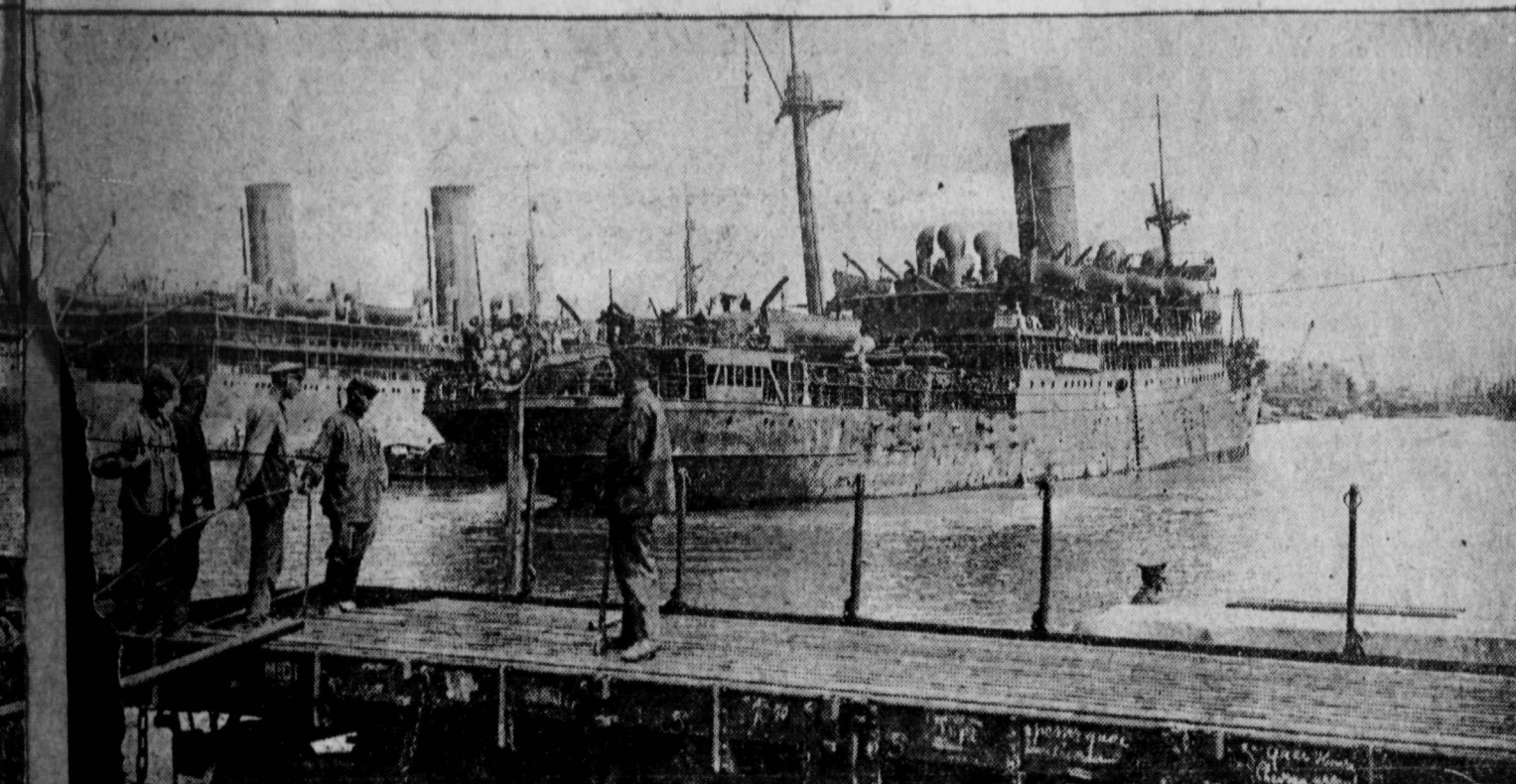
Mrs. Aagot Moller, Philadelphia; Miss Ruth Normann, Brooklyn; Miss Gunvor Odlaug, Kristiania, Norway; Mr. Frank M. Petrullonia, New York; Mr. W. A. Philipps, Hillegon, Holland; Mr. V. Radsiminsky, Petrograd; Miss Elsa Renter-skioed, Newport, R. I.; Miss Aimee Roche, New York; Mr. Emil Roehrig, Glendale, L. I.; Colonel Nicholas Roubockme, Petrograd; Mr. Alexander Sawitzki, New York; Mrs. and infant Boris Sawitzki, New York; Miss Eugenia Sawitzki, New D. C.; Mr. C. Schonheyder, Chicago; Mrs. Schonheyder, Chicago; Miss Lillie Schonheyder, Chicago; Master Karl Schonheyder, Chicago; Mr. Magnus Schumacher, New Orleans; Mr. George Shah-Nazza, Petrograd; Mr. Gdal Sklar, New York; Mr. J. A. Somdal, Washington; Mr. Henri Steensmo, New York; Mrs. Steensmo, New York; Captain C. W. Storm, Brooklyn; Mr. Rafael Sundblom, Helsingfors, Finland; Mrs. Signe Sundblom, Helsingfors, Finland; Infant Doris Sundblom, Helsingfors, Finland; Mr. Lauras Szugada, Petrograd; Mr. W. Schutte, New York; Mr. George Sherman, Chicago; Mr. Schimon Taxin, New York; Mr. Barney Taub, New York; Mr. W. Van der Haas, New York; Mr. J. G. Van de Slep-kamp, New York; Mrs. Van de Slep-kamp, New York; Mr. J. C. Vanderberg, New York; Mr. William Wesa, Boston; Miss Hanna G. Wlig, Cleveland; Mrs. Minia Wright, Cleveland; Colonel Wsevolod Yurevitch, Petrograd.

FIRST PICTURES OF GEN. PERSHING'S FORCE LANDING IN FRANCE, WATCHED BY GERMAN PRISONERS



KADEL AND HERBERT

ARRIVAL OF AMERICAN TROOPSHIP IN FRENCH HARBOR



GERMAN PRISONERS WATCH THE ARRIVAL OF AMERICANS

KADEL AND HERBERT

Dispatch July 24/17.

SINKING A SUBMARINE.

How the U-29 and Its Daring Crew Were Sent to the Bottom.

Von Weddigen, the hero of the German submarine service, after sinking the British cruisers Aboukir, Hogue and Cressy was promoted to a better ship and took command of the U-29, in comparison with the U-9 a bigish brute, a regular "peach," almost an undersea liner.

After a hard day on the job, looking for game in the upper North sea, the U-29 went "to sleep," resting with a slight negative buoyancy on a shelving sand bank. Outside of the watch officer and the regular standing watch, all hands must have turned in, sleeping in their leather suits. It is supposed that, as the watch at the telephones heard the nearing propeller beats of a British destroyer screen, the alarm was sounded—"Tauch station!"—with every man flying to his post.

One might imagine that Von Weddigen waited; that the microphones vibrated the slow chugs of big ship propellers, which told him that the British fleet was approaching. Blowing his adjusting tank to a submerged trim, he came to fighting position. His periscope tipped the surface.

He was lucky enough to come between the two columns of the British grand fleet, steaming in line of squadrons, with the Iron Duke leading the right column, flying Jellicoe's flag. The

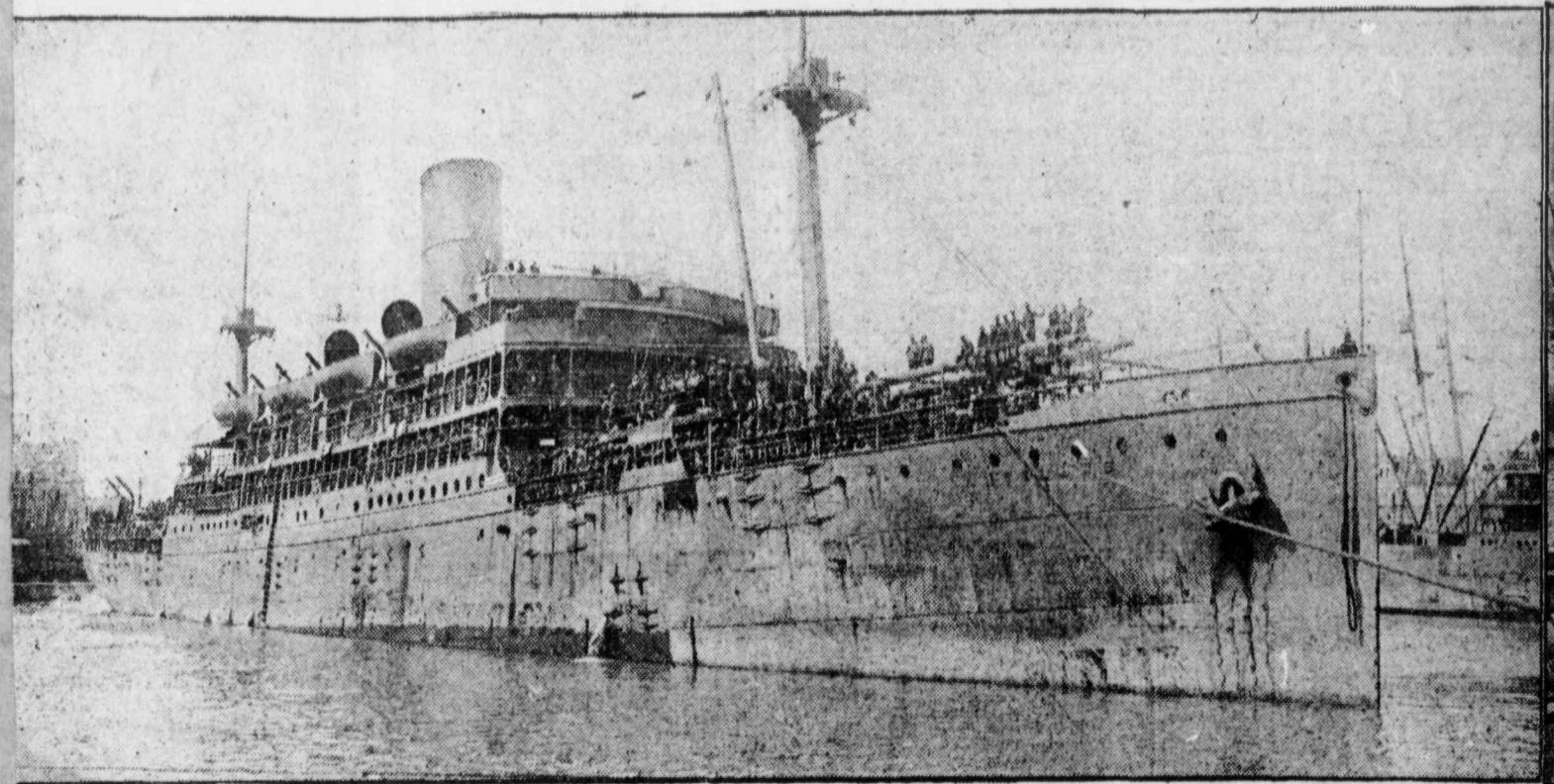
periscope of the U-29 showed up half-way between the squadrons, six cables apart. She got off her torpedo, which passed under the Iron Duke. Immediately she fired No. 2, which also missed, going astern. Because of danger of smashing their own ships none of the British gun crews dared to fire at the German submarine.

But after the second torpedo something went wrong with the U-29. Either the valves failed to work, which, by taking water into compensating tanks, were to equalize the weight of the discharged torpedoes, or at the instant the diving rudder man failed in giving enough "down rudder." At any rate, the nose of the submarine shot up above the water.

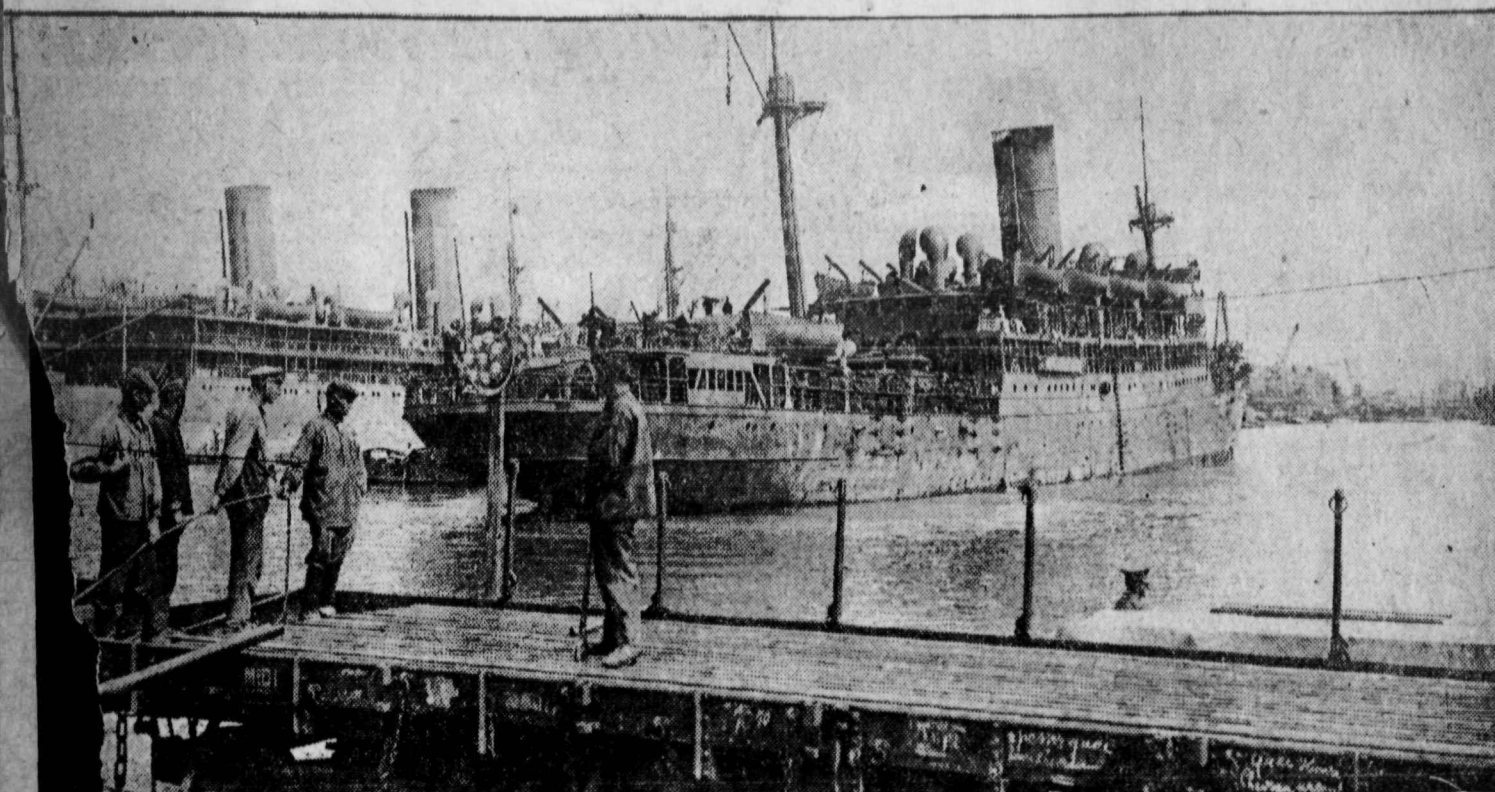
She started immediately to begin to dive, but the dreadnaught, third in the left column, swung out of line and went full speed for the U boat. The big ship caught her on the ram, spearing her like a whale, and raised her along the cutwater until the submarine was half out of water—a flash, a grinding smash, the U-29 balancing first one way, then the other, and finally dropping, the lettered bow foremost! The dreadnaught swung back into column. Without a signal being made, without a shot fired, the grand fleet proceeded.

This is the true story of how Von Weddigen perished. It came from a man who saw it with his own eyes.—Henry Reuterdahl in Saturday Evening Post.

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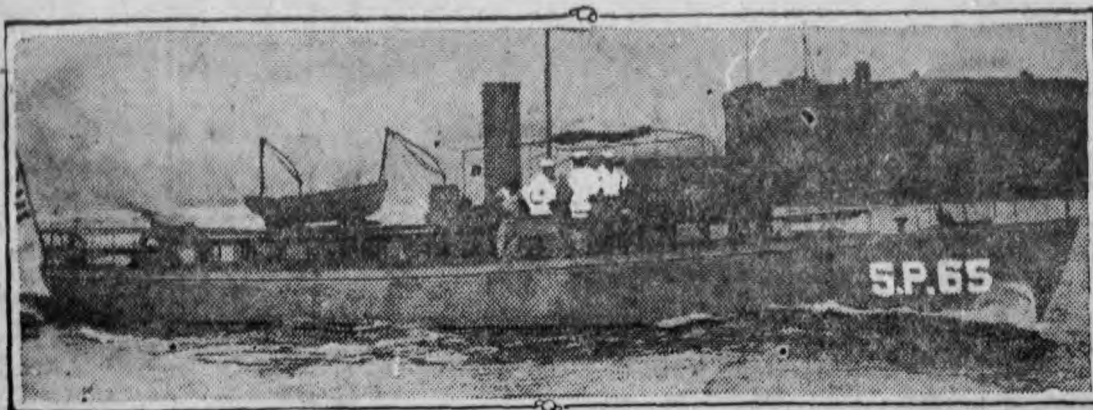
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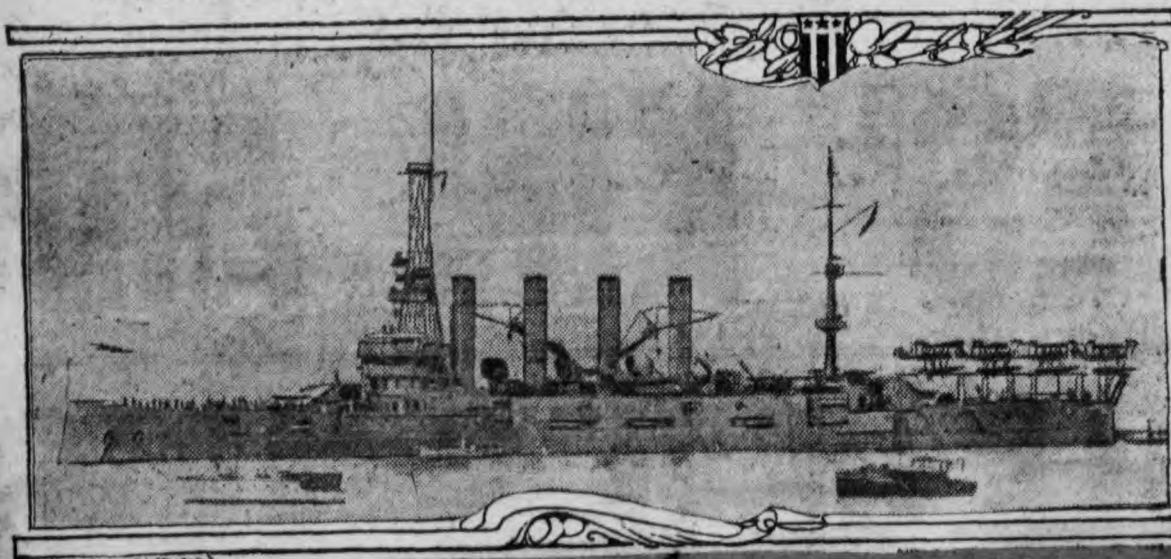
110

J.C. J. Aug. 2/17.

"S. P." STANDS FOR SUBMARINE PATROL; HERE'S ONE.

Once upon a time the letters "S. P." were known everywhere as standing for Southern Pacific. Not so in 1917. They stand for Submarine Patrol and your Uncle Sam is building hundreds of them to keep the Kaiser's U-boats from cutting too many capers. Here's one of them, the "65," on duty along the Atlantic coast. These new boats compare with what is known as the "standard type" as the dreadnaught compares with the battleship of a decade ago.

Telegram Aug. 9/17

**U. S. CRUISER CARRYING AIRPLANE SQUADRON
TO BE USED FOR SCOUTING PURPOSES OVER THE SEA**


Even. Sun Sept. 13/17.

**MINNEHAHA IS
REPORTED SUNK**
**Officials of Line Are Mysti-
fied by Story.**
HAVE NO NEWS OF SAILING
**Now Await Answer to Cable to
Agents.**

Officials of the Atlantic Transport line said to-day that confirmation had not yet been received by them of the report that the steamship Minnehaha of their line had been destroyed by a submarine with a loss of fifty of her officers and crew.

A reply to a cable message sent late yesterday is now being awaited by the company's officials. Yesterday a cable message on the Minnehaha was received but the contents were so garbled that the message could not be made out. Information which reached here said that the Minnehaha had been destroyed last Friday off the coast of Ireland. It is known, however, that the vessel was not scheduled to sail

from England until Saturday, Sept. 8. No report of her sailing has been received by the company.

Several reports have reached shipping men on this side of the Atlantic concerning the destruction of the Minnehaha. The first report of the vessel's loss came last Monday when Arthur B. Hancock, a horse breeder, of Warrenton, Va., received a cable message informing him that Malden Erlegh, a \$30,000 race horse which was being brought to this country, had been lost. It was known that the horse had been shipped on the Minnehaha. Yesterday additional reports reached here of the vessel's loss.

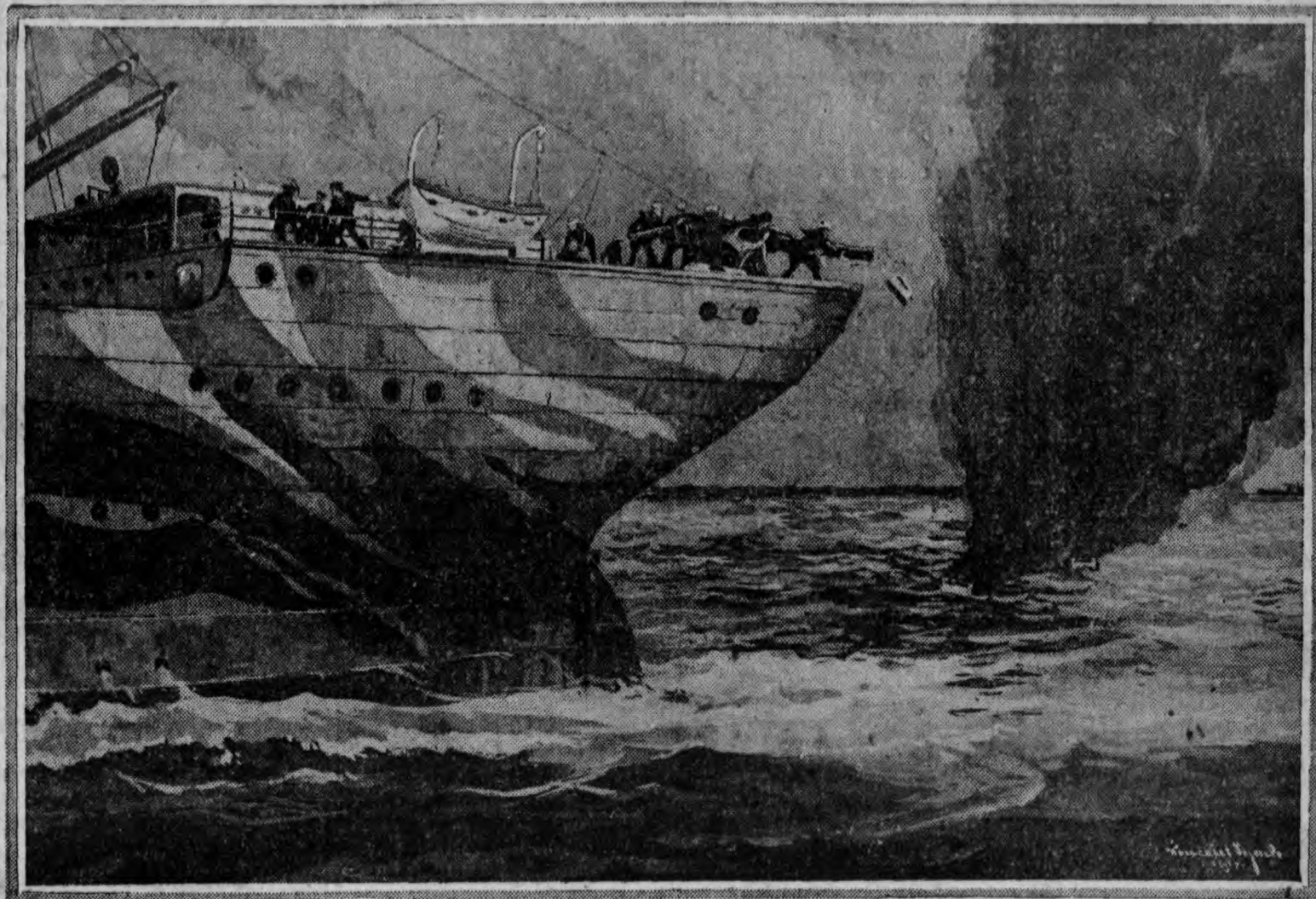
The Minnehaha, a vessel of 13,714 gross tonnage, was supposedly on her way back to the United States after landing a valuable cargo in England when a torpedo from a German submarine struck the vessel, the returning passengers asserted. At the time, it was said, the Minnehaha was proceeding with several other vessels under convoy of destroyers. Risking the fire of the destroyers' guns the subsea boat appeared in the midst of the convoyed fleet, according to the report, and discharged three torpedoes, one of which struck the Minnehaha.

The torpedo struck the Minnehaha in the engine room on the starboard side and the explosion that resulted killed several members of the engine room force, as well as stokers and seamen on the deck, the story said. All but fifty of the officers and crew of 140 of the Minnehaha were rescued before the vessel went down. It was not known whether the destroyers were able to bring any guns to play against the submarine.

N.Y. Journal Sept. 21/17.

III

CREW HURLING OUT SMOKE BOXES TO HIDE SHIP FROM SUBMARINE



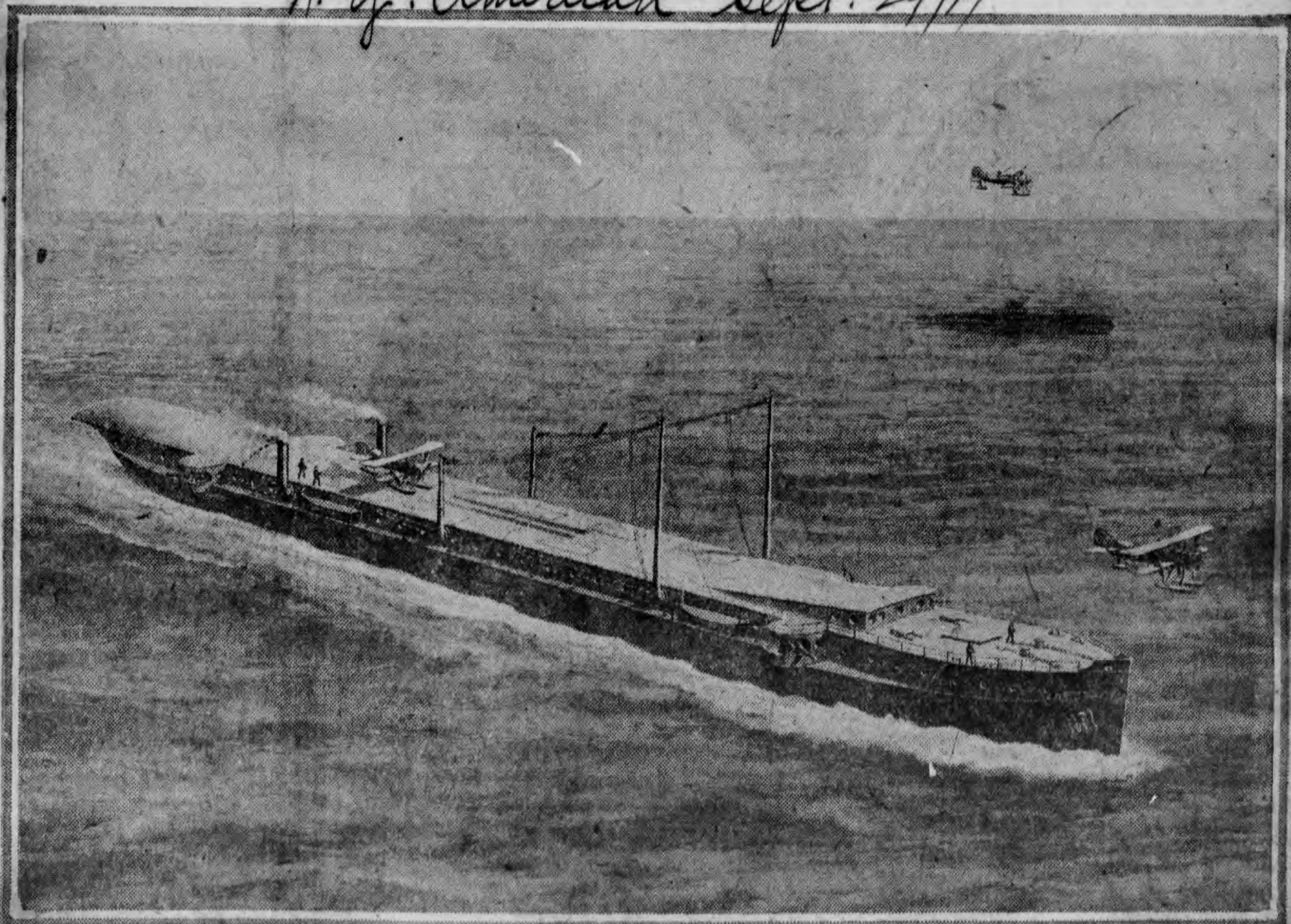
© 1917 BY MUNN & CO. FROM SCIENTIFIC AMERICAN.

By throwing several of the smoke boxes into the sea from different parts of a vessel, a ship can be completely screened and a U-boat's marksmen so confused that they do not know where to

aim their torpedoes or guns. Smoke of several hues can be produced from different boxes as the occasion seems to warrant.

ARMED "UNSINKABLE" FREIGHTER CARRYING AEROPLANE SCOUTS

N.Y. American Sept. 29/17



© BY MUNN & CO. 1917 FROM SCIENTIFIC AMERICAN.

This vessel, described here through the courtesy of the Scientific American, would displace 15,000 tons, make 16 knots an hour, carry a protecting wall 15 feet wide by 50 feet high, carry four five-inch

guns in barbettes and be accompanied by three scout hydroplanes which would scour the waters for enemy craft of any and all kinds.

"SLACKER SHIP" SEIZED BY U. S. OFF. COAST

N.Y. Journal Oct. 4/17.

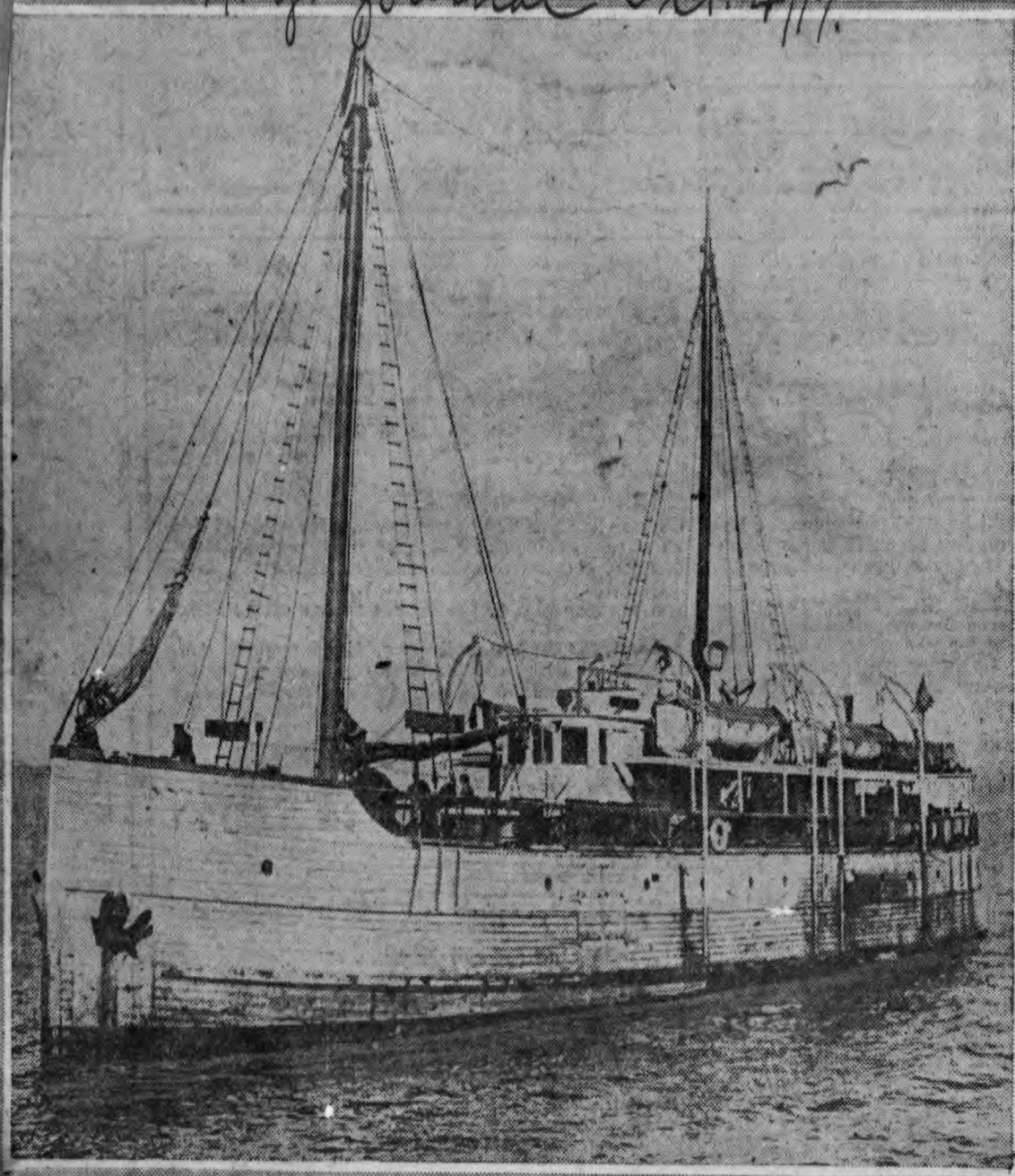


Photo by International.

The steamer Anvil was taken possession of by the United States authorities, under direction of Admiral Fullam, while she was plying off the coast of Lower California on September 9. At San Diego, Cal., two alleged draft riot leaders and seven men suspected of being slackers were removed from the

boat and locked up.

All nine were on their way from the United States to South American countries. The suspicions of the naval officer who overhauled the Anvil were aroused through discrepancies which he discovered in the boat's papers.

World Nov. 7/17

Rainbow Ships May Soon Sail the Seas.

A MERICAN ships leaving port may soon resemble moving rainbows. It has been proposed that the deceptive art of camouflage be adopted as a means of saving merchant vessels from the U boats. Of course that has been done to some extent, but it now seems probable that ships will be striped with a mixture of colors which might well put a simple rainbow to shame. It is said that a vessel so painted would be practically invisible at a distance of only a mile.

One of the most successful devices so far brought forth in the game of hide and seek against the U boats is the smoke screen. Contrary to general belief, the smoke screen is not ordinarily black, but white. Many Allied merchant vessels are now equipped to throw out these

screens in a moment of danger. The white smoke is obtained from burning phosphorus and the smoke driven forth by means of a pump. This smoke rolls out upon the water, and at a short distance looks like a mass of fog. Any one who has been in a fog at sea will know how difficult it is to see an object even at close range. So this artificially created fog gives a merchant ship an excellent chance of escape if the danger is known in time. It is regularly used by many vessels traversing the war zone as a means of precaution.

Other vessels carry a number of large cases pierced with holes. When pursued the cases can be thrown overboard and a different kind of smoke screen obtained. The mixture within these cases, consisting partly of gunpowder, is set afire when the sea water rushes into the holes, and immediately sends forth a great volume of yellowish smoke.

FIRST AMERICAN VESSEL LOST IN WAR AS THE PATROL BOAT ALCEDO SINKS WITH OFFICER AND 20 MEN

Converted Yacht Torpedoed in
the Danger Zone by a Ger-
man Submarine.

GOES TO THE BOTTOM
IN FOUR MINUTES

Nearly a Quarter of Her Personnel
Missing, Navy Department at
Washington Learns.

WASHINGTON, Tuesday.—The Amer-
ican patrol boat Alcedo was torpedoed
and sunk by a German submarine in the
war zone early on Monday morning and
one officer and twenty enlisted men are
missing. The Alcedo, a converted yacht,
carried a crew of seven officers and eighty-
five men.

The Alcedo is the first American war
vessel to go down in the war. The de-
stroyer Cassin, on patrol duty, was tor-
pedoed recently, but she made port safely
with the loss of only one man.

No details of the engagement were
given in the brief despatch announcing
the yacht's loss.

The Navy Department announced the
disaster to-night in this statement:—

"The Navy Department has been ad-
vised by Vice Admiral Sims that at half-
past one A. M. on November 5 the Amer-
ican patrol boat Alcedo, a converted
yacht, was torpedoed and sunk by a Ger-
man submarine in the war zone. One
officer and twenty men are missing. The
ship sank in four minutes after being
struck. Several vessels were searching
for possible survivors at the time the re-
port was made. The Alcedo carried a
crew of seven officers and eighty-five
men."

The steam yacht Alcedo was sold to the
government last June by G. W. Childs
Drexel and was removed to the New York

Americans Lost as Huns Torpedo Patrol Vessel

Washington, Tuesday.—The Navy Department announced that the
following members of the Alcedo's crew were still unaccounted for:—

VELVIN, JOHN T., lieutenant (junior grade); father, Bishop Stewart
Melvin, of Selma, Ala.

GOZZETT, E. R., seaman; mother, Mrs. A. G. Gozzett, Astoria, L. I.

CLEARY, JAMES J., seaman; mother, Mrs. Albert Cleark, White
Plains, N. Y.

WESCHE, R., seaman; mother, Mrs. E. Wesche, Brooklyn, N. Y.

RIKER, R. W., seaman; mother, Mrs. Harry F. Riker, Brooklyn, N. Y.

HOLLER, W. R., seaman; mother, Mrs. K. Holler, Richmond Hill, N. Y.

BRUNKHARDT, J. W., seaman; mother, Mrs. E. Brunkhardt, Brook-
lyn, N. Y.

WEAVER, LUTHER O., seaman; father, E. W. Weaver, Brooklyn, N. Y.

WYNNE, Jr., John, seaman; wife, Mrs. John J. Wynne, Jr., New York
city.

HARRISON, E., mess attendant; uncle, Henry Pool, Tyler, Ala.

FINGERLING, F. W., fireman; mother, Mrs. C. Tenburin, Jersey
City, N. J.

EDWARDS, ALLEN G., seaman; mother, Mrs. Lyria M. Edwards,
Jackson, N. C.

GAUS, C. F., seaman; mother, Mrs. Mary Gaus, Jamaica, Long Island.

HARRINGTON, V. E., seaman; mother, Mrs. Maud Harrington, Ash-
land, Okla.

SURRATT, W. U., seaman; mother, Mrs. W. D. Witt, Northfork, W. Va.

SMOCK, W. W., seaman; father, D. R. Smock, Des Moines, Iowa.

TOWLE, S. J., seaman; mother, Mrs. Mary Vonderwall, Jamaica, L. I.

DANIEL, J. R., seaman; father, J. A. Daniel, Darlington, S. C.

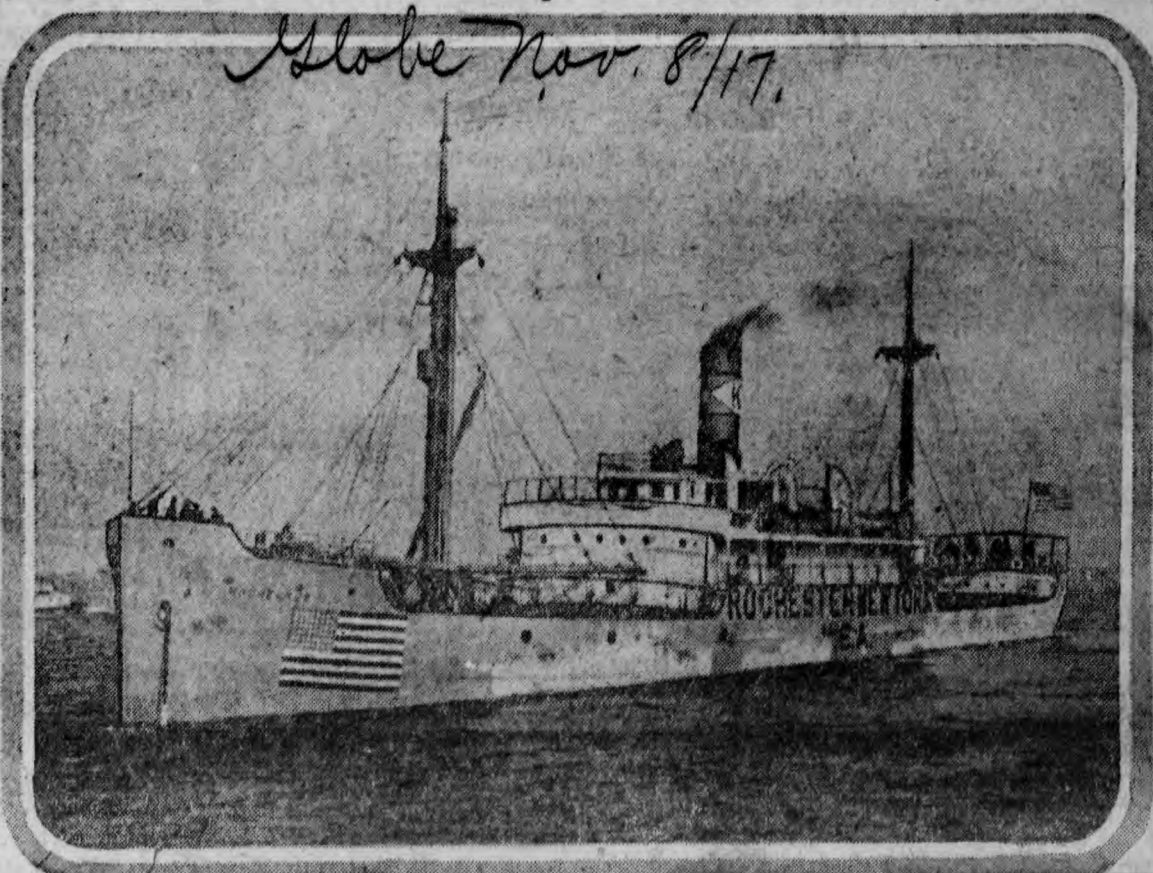
PACCIANO, H. A., boiler maker; mother, Mrs. Theresa Pacciano,
Endicott, N. Y.

HIGGINS, FRANK W., yeoman (Naval Reserve); mother, Mrs. Bertha
E. Higgins, Staten Island, N. Y.

McCRAW, ROBERT, seaman (negro); father, Capus McCray, Charles-
ton, S. C.

Navy Yard for reconstruction. Captain a twenty-four foot beam and drew eleven
Lane was placed in command of her and feet of water. She was launched at Wil-
she was assigned to patrol duty in the mington, Del., on April 10, 1897, and was
North Sea. one of the most luxuriously furnished
The Alcedo was 185 feet in length, had yachts of that time.

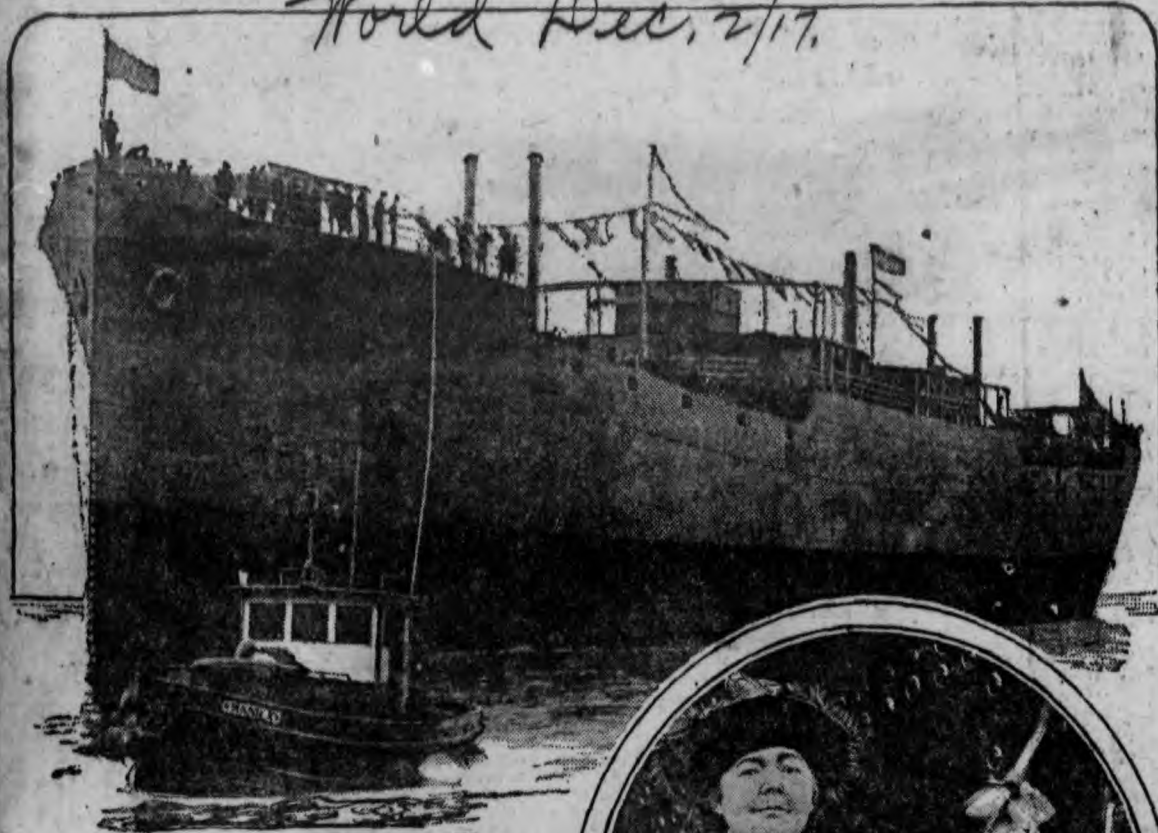
Rochester, One of First U. S. Ships That Defied U-Boats, Sunk at Last



FIRST OF UNCLE SAM'S NEW TRADE FLEET AND GOVERNOR'S WIFE WHO NAMED THE SHIP

World Dec. 2/17.

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The above picture, ladies and gentlemen—as the megaphone man would say—illustrates how your Uncle Samuel is going ahead with his programme of building enough ships to feed his allies and at the same time, with an eye to the future, build up an American merchant marine. The ship is the Seattle, christened on Nov. 24 by Mrs. Ernest Lister, wife of the Governor of the State of Washington, and as proof that she did it, here is her picture along with that of the ship.

The Seattle is the first steel ship of the new American fleet to be built under direct contract. She has a speed of eleven and a half knots and a carrying capacity of 3,800 tons dead weight.

The
SEATTLE
JUST AFTER
the
LAUNCHING

♦♦♦

Mrs.
EARNEST
LISTER
CHRISTENING
the SEATTLE.

♦♦♦



J.C.G.

Dec. 29/17

NEW NAME OF U. S. S.

"WEST VIRGINIA?"

Editor Jersey Journal:

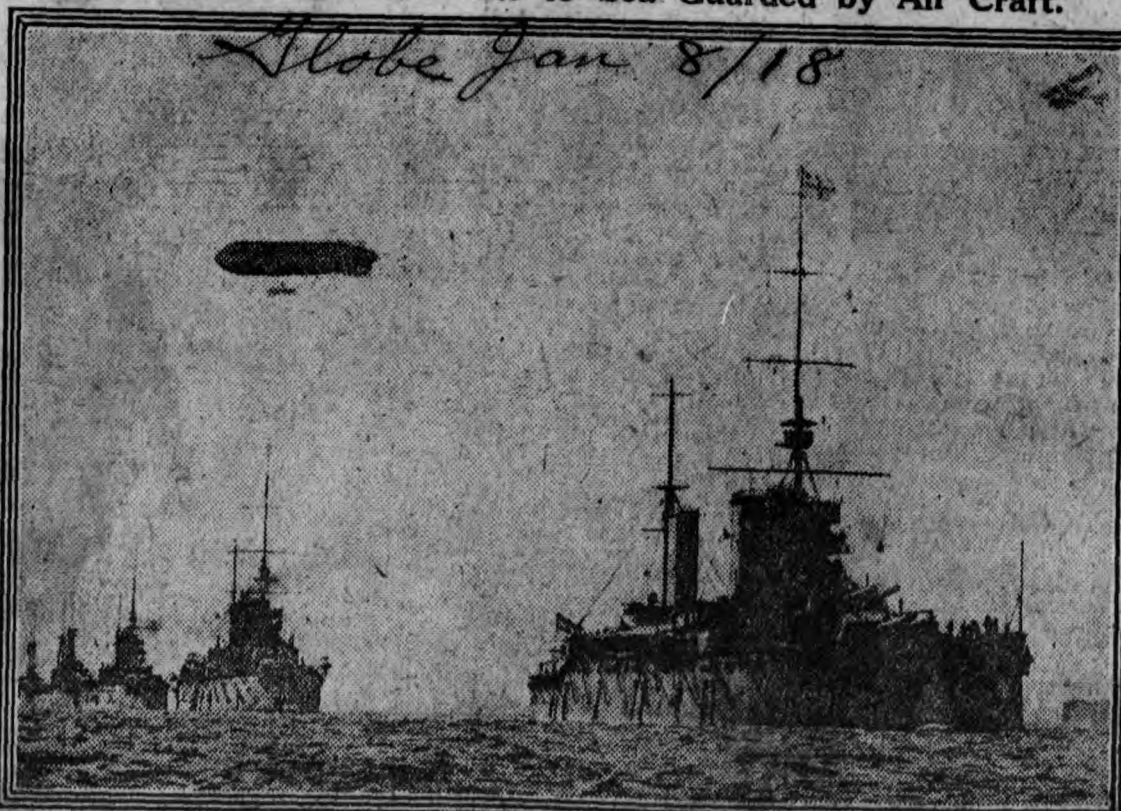
Dear Editor:—Can you or any person please inform me through your paper the new name of the United States ship that used to be the "West Virginia?" I want to address mail to said ship and do not know the new name.

E. R.

Jersey City, Dec. 26, 1917.

British Grand Fleet Puts to Sea Guarded by Air Craft.

Globe Jan 8/18

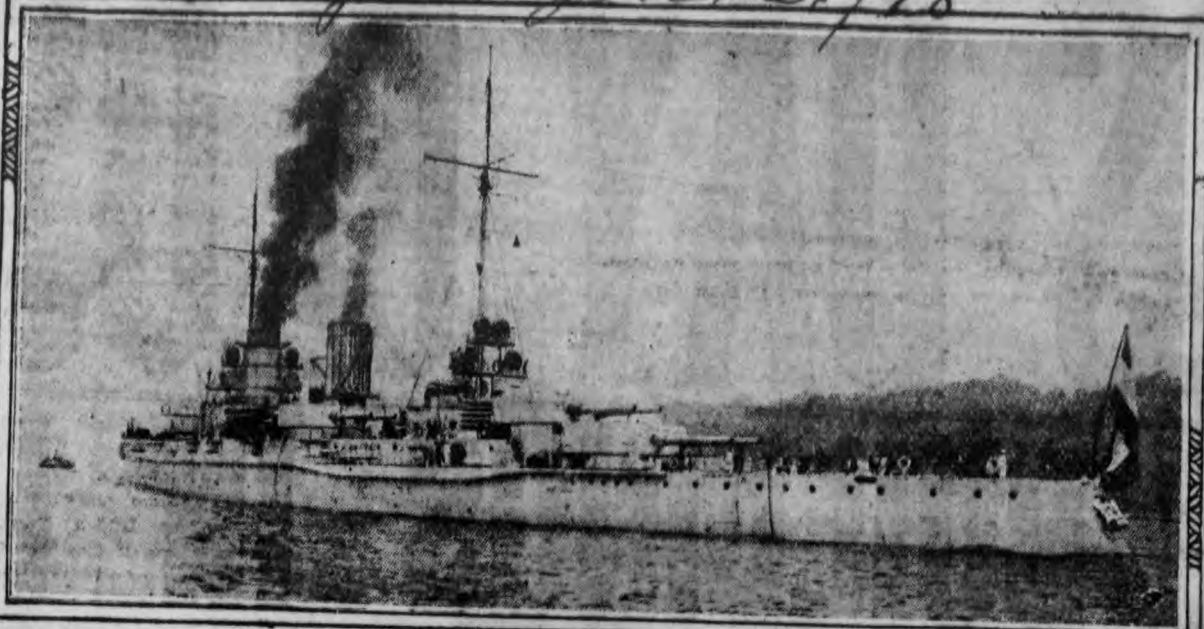


(Copyright by Underwood & Underwood.)

German War Ship Used by Turks Put Out of Action by British

Telegram Jan. 21/18

115



THE GOEBEN

RED CROSS LINER LOST WITH 146 PERSONS, HER MASTER AND PLACE WHERE SHE SANK

THE WORLD: MONDAY, FEBRUARY 25, 1918.



The FLORIZEL



Capt. W. J. MARTIN

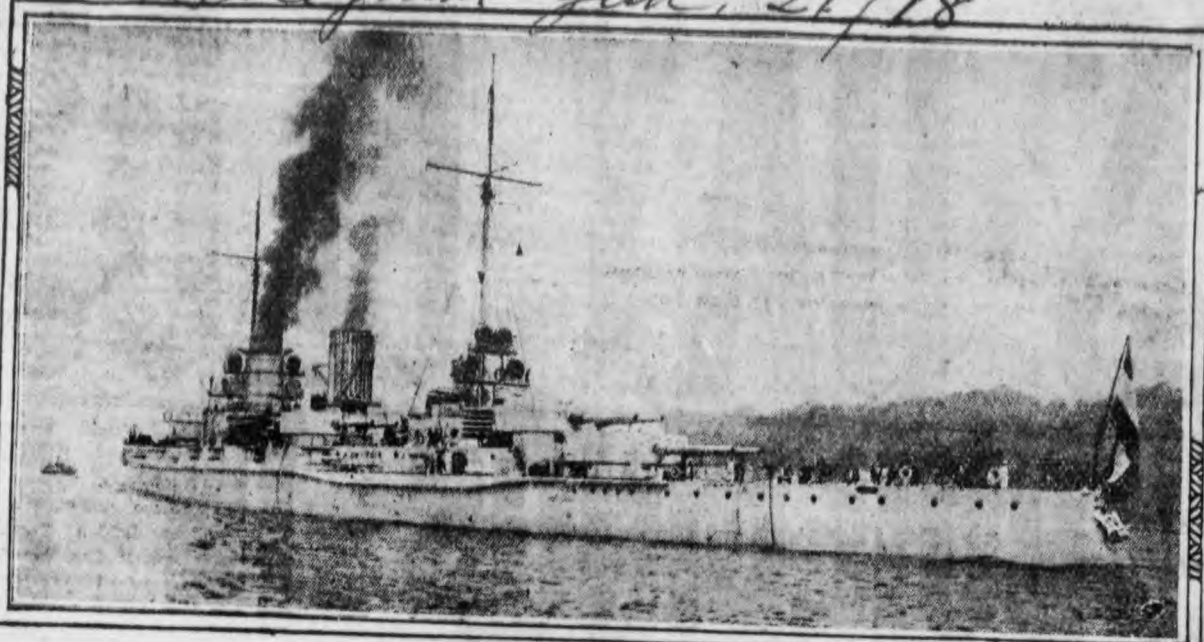


Scale of Miles

German War Ship Used by Turks Put Out of Action by British

Telegram Jan. 21/18

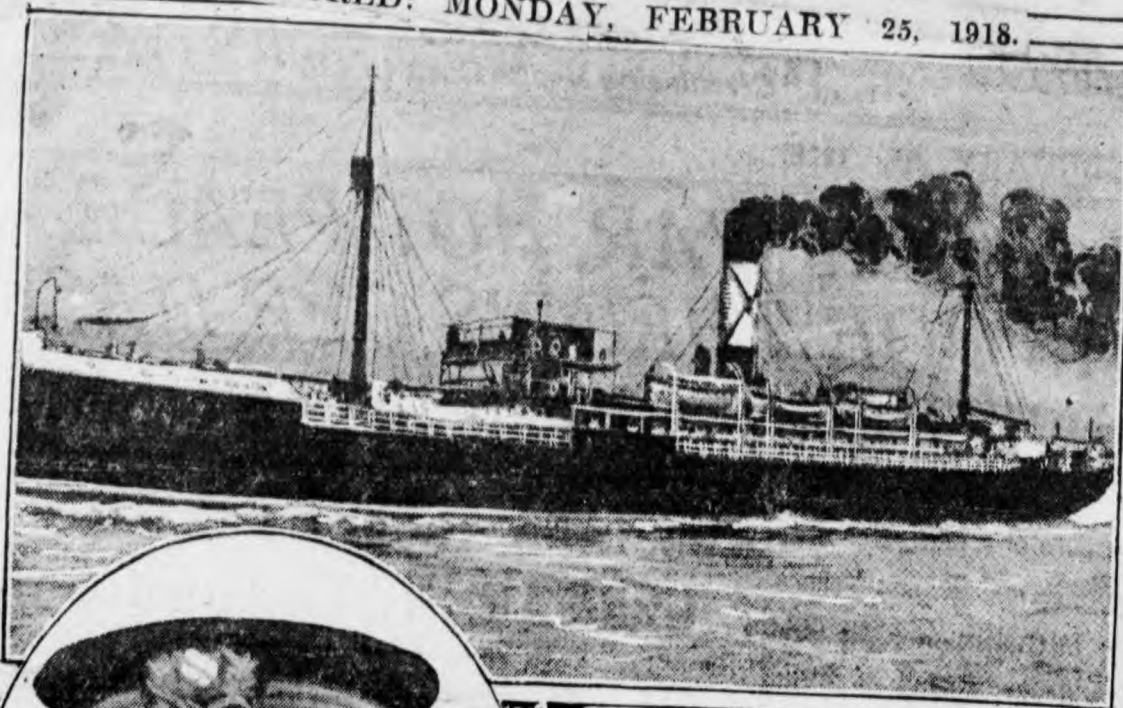
115



THE GOEBEN

RED CROSS LINER LOST WITH 146 PERSONS, HER MASTER AND PLACE WHERE SHE SANK

THE WORLD: MONDAY, FEBRUARY 25, 1918.



The FLORIZEL



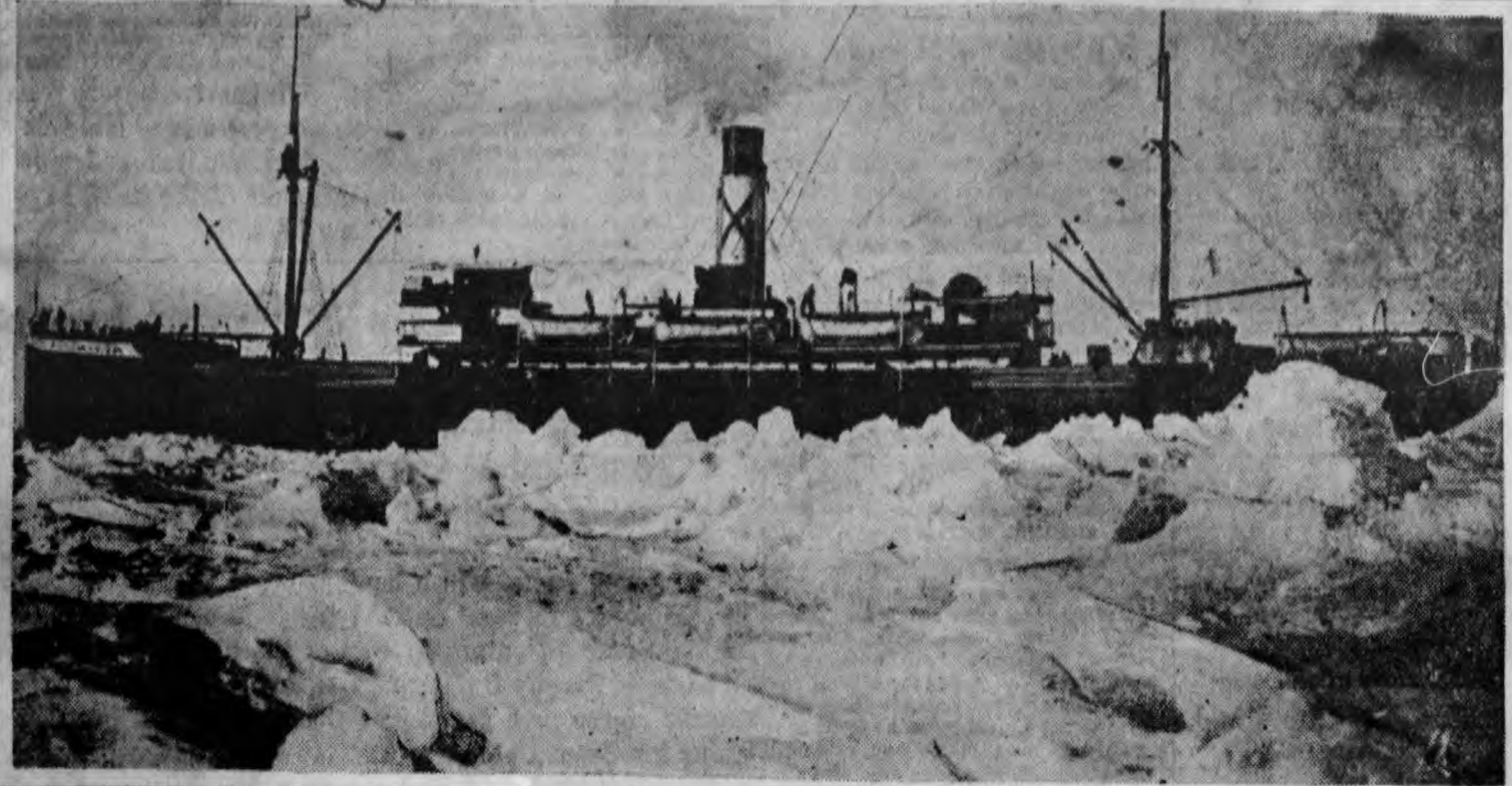
Capt. W. J. MARTIN
By WORLD STAFF PHOTOGRAPHER



116.

Evening Sun

Feb 26/19



136 PERSONS ABOARD FLORIZEL.

As she appeared when breaking ice in New York Harbor recently.

Of These 77 Were Passengers and
59 Officers and Crew.

The passenger list of the Red Cross
liner Florizel is as follows:

First Class for New York.

BAGGS, J. H.
BARRETT, M.
BUTLER, FRED.
BUTLER, Mrs. FRED.
BUTLER, WILLIAM.
CANTWELL, Miss KITTY.
DALTON, Miss ANNIE.
DALY, JAMES.
FROUDE, EDWARD.
LARACY, PATRICK.
LEDINGHAM, ALEC.
McCOUBREY, JAMES.
McNEIL, THOMAS.
MILLER, JAMES.
SMYTHE, FRED.
WRIGHT, ROBERT.

Second Class for New York.

COSTELLO, JOHN.
DANIEF, Miss MINNIE.
DODD, WILLIAM.
FITZPATRICK, P. J.
GREENING, EDWARD.
GRIFFITHS, DAVID.
GUILFOYLE, PETER.
GUSSWELL, WILLIAM.
MALONEY, JOSEPH, wife and child.
PELLEY, Miss ELIZABETH.
POWER, A.
SPARROW, J. G.
WHELAN, THOMAS.

First Class for Halifax.

BEAUMONT, MISS ———.
BELLEVUE, O. F.
BELLEVUE, ——— (child).
BERTEAU, CADET EDWARD.
BISHOP, WILLIAM E.
BURNHAM, CADET RALPH.
CHOWN, CADET FRANK.
CONNOLLY, JOHN.
CONNOLLY, MICHAEL.
DAUPHINEE, W. W.
DRISCOLL, MICHAEL O.
EARLE, WILLIAM.
GARDNER, ARCHIBALD.
KEAN, CAPT. JOSEPH.
KIELEY, JOHN.
MASSIE, GEORGE.
MASSIE, MRS. GEORGE.
MASSIE, ——— (child).
MILLER, CHARLES H.
MOORE, WILLIAM.
MOULTON, GEORGE A.
MOULTON, ——— (child).
MUNN, JOHN S.
MUNN, MISS ———.
PARMITER, GEORGE.
PARMITER, WILLIAM.
PARSONS, CADET JACK C.
ST. JOHN, GERALD.
SELLARS, CADET NEWMAN.
SNOW, CADET FRED.
SULLIVAN, MAJOR MICHAEL.
TRENCHARD, MISS ———.

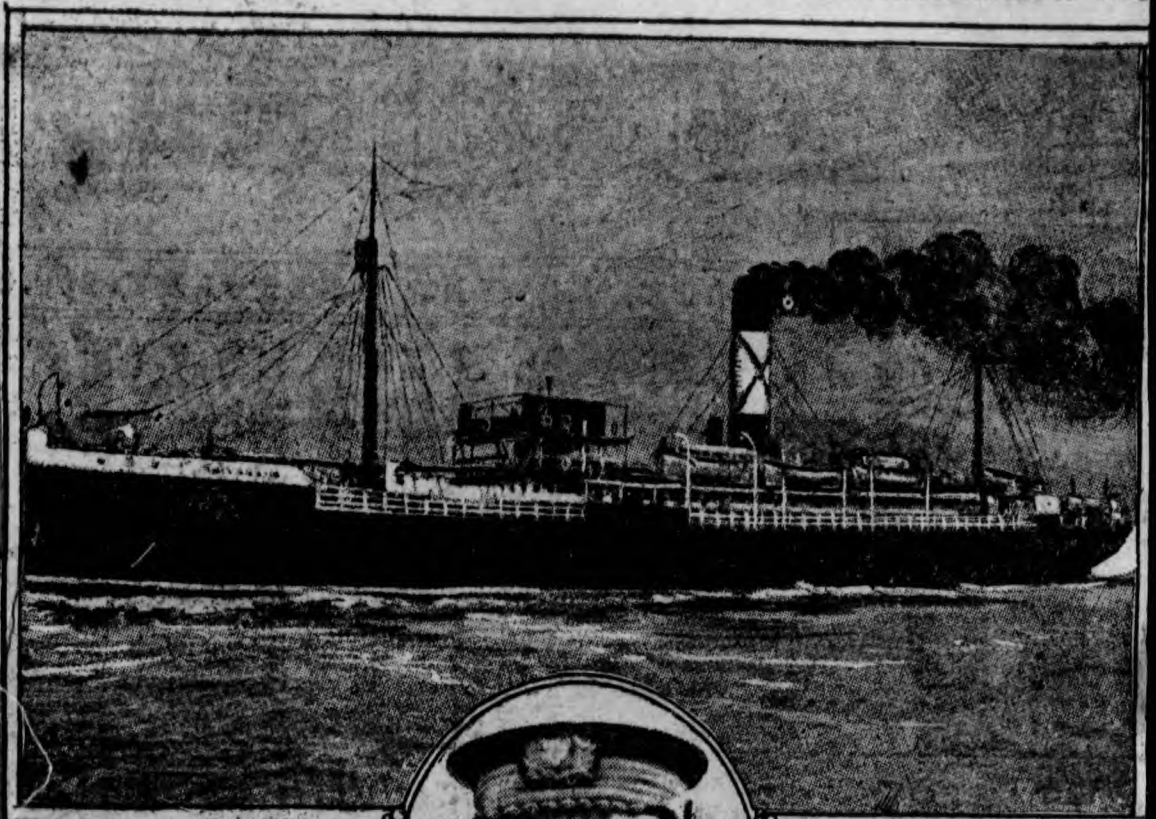
Second Class for Halifax.

BARTLETT, JAMES.
CLEARY, JOHN.
CROCKWELL, JAMES.
FAGAN, A. G.
FORREST, J.
FOWLER, R. J.
HOWELL, CHARLES.
LONG, GEORGE.
LYNCH, JOHN.
MAHONEY, GREGORY.
NICHELL, LEONARD.
PEARCY, H.
PUDDISTER, GEORGE.
RICHARD, W.
STEVENS, MR.
SOCKLEY, JOSEPH.

Stevens is from New York. All the
others are from St. John's.

World Feb 25/18

**Queen of Red Cross Fleet Wrecked in a Blizzard
Near Cape Race, and Veteran Who Commanded Her**

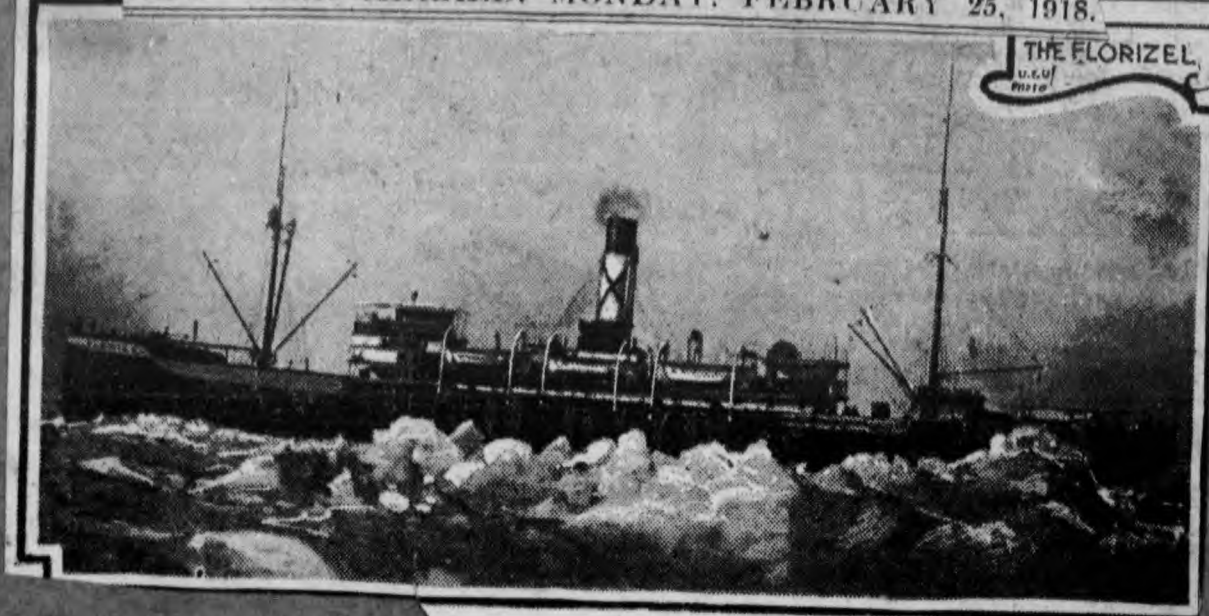


Capt. W. J. MARTIN

The FLORIZEL

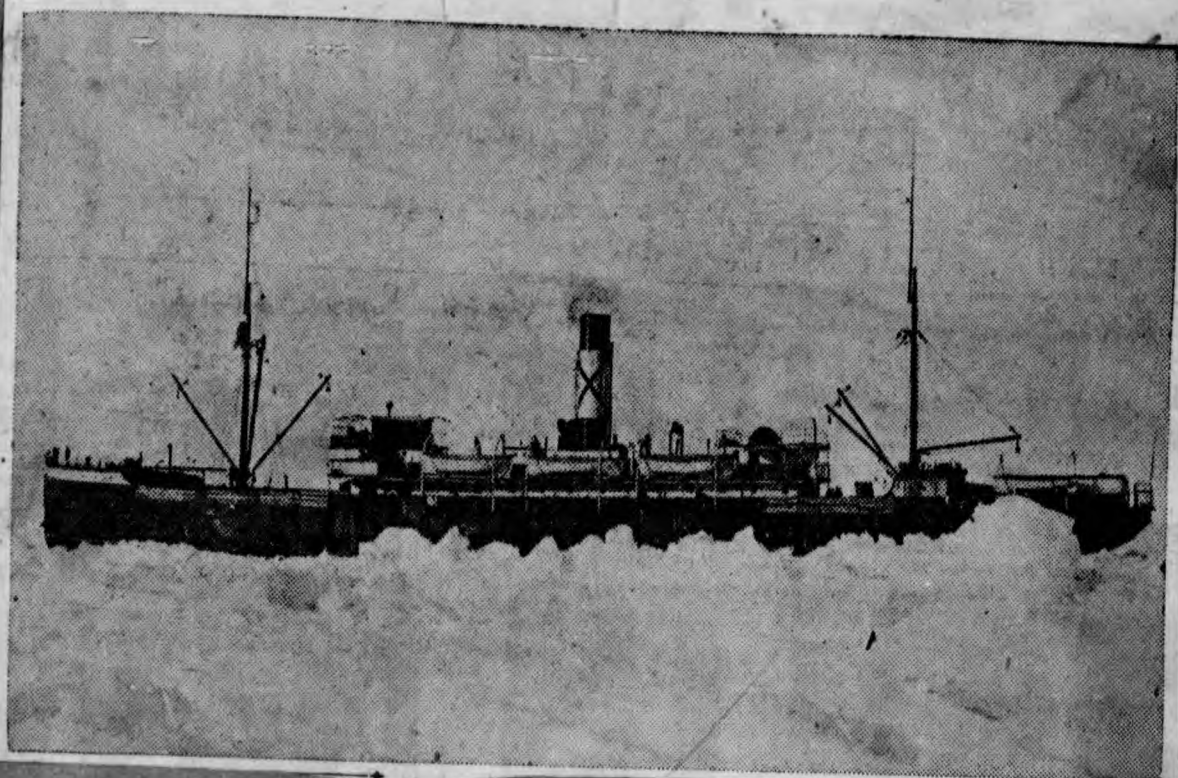
Wrecked Vessel and Scene of Disaster.

NEW YORK HERALD, MONDAY, FEBRUARY 25, 1918.



New York Journal Feb 26/18

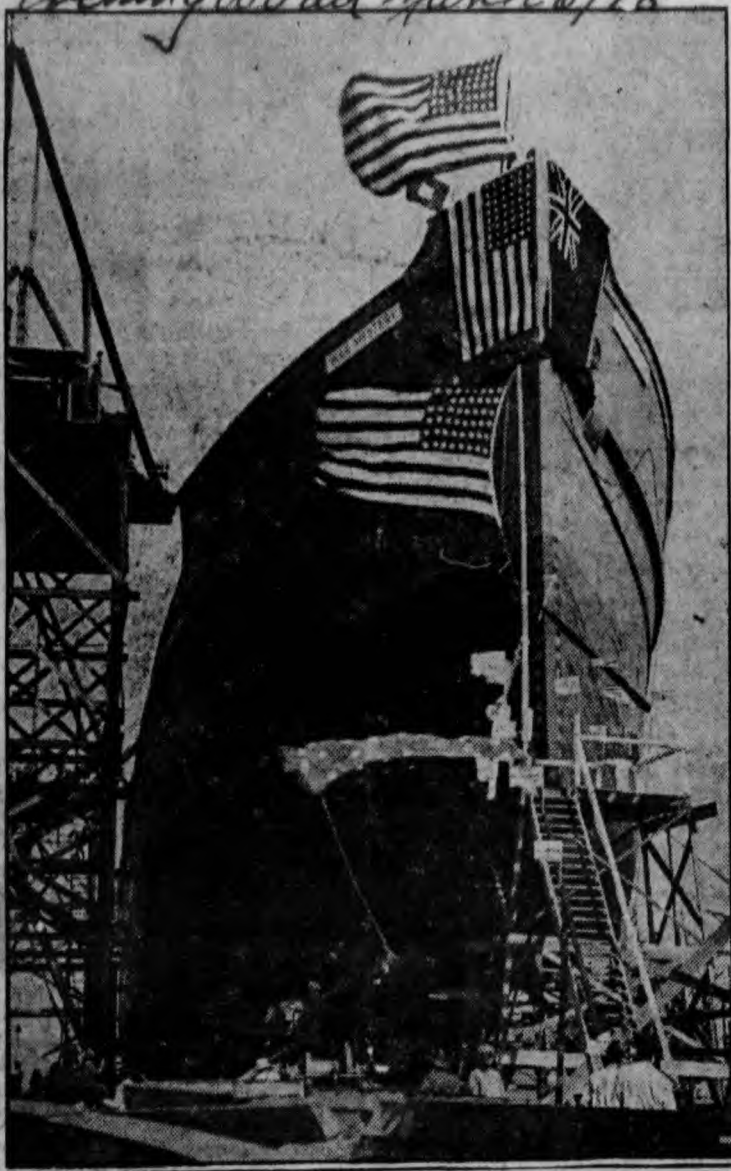
THE RED CROSS LINER FLORIZEL, wrecked on the rocky coast of Newfoundland yesterday with the probable loss of 146 lives. Below is map showing where the disaster occurred.



118

Launching Biggest Wooden Liner Ever Constructed in America

Evening World March 6/18

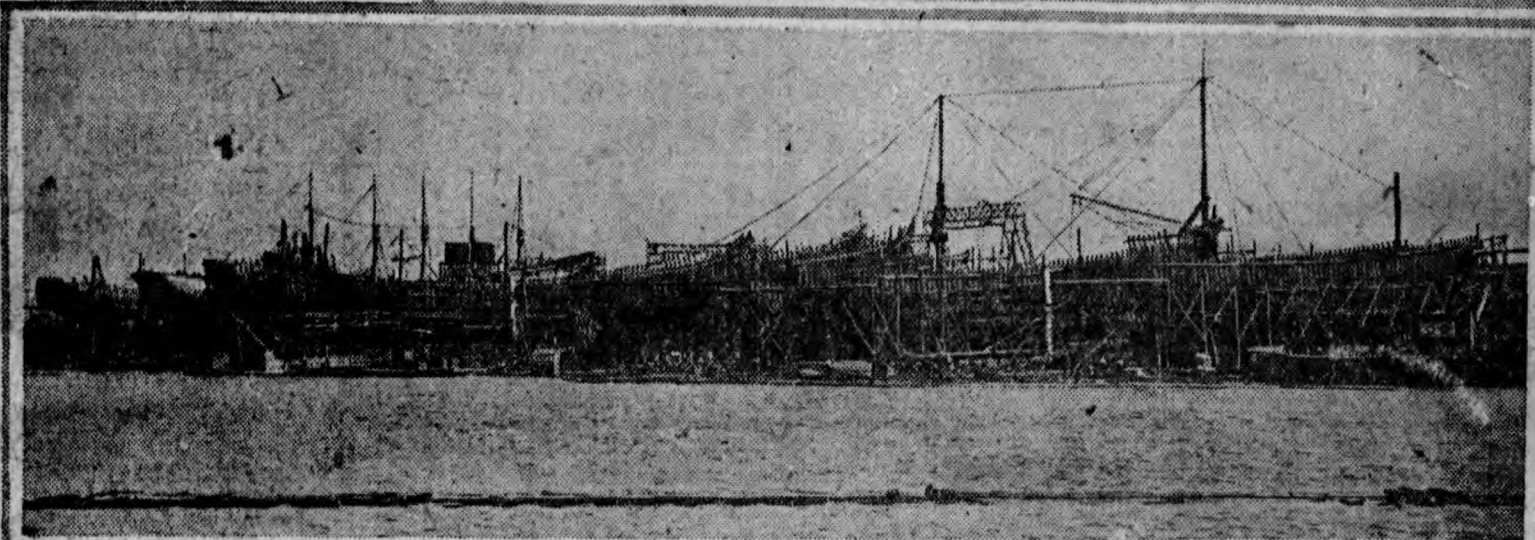
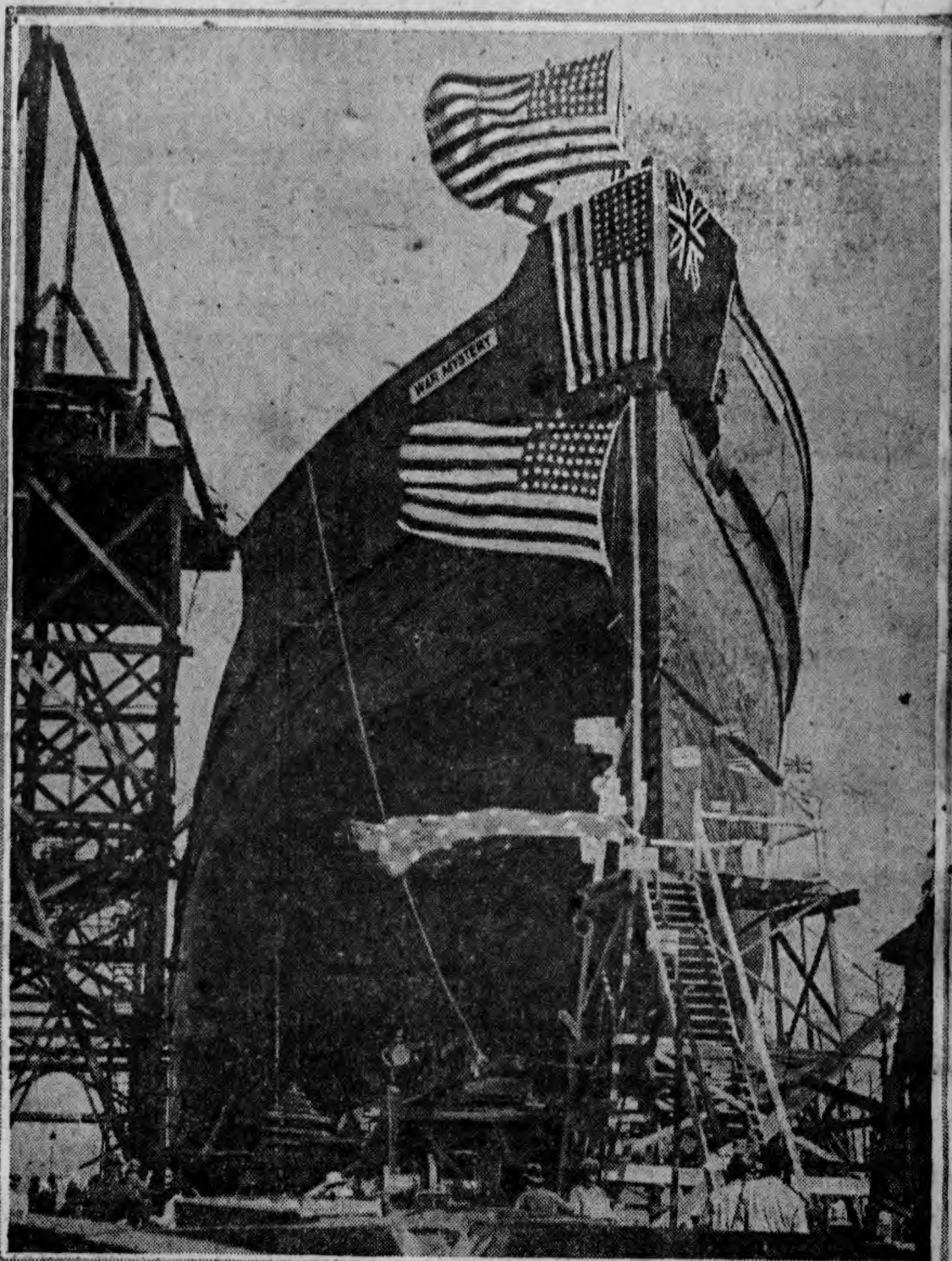


LAUNCHING LARGEST WOODEN STEAMER
GINT FILM JER

Down in Texas (location withheld) there has just been launched for the Cunard Line the largest wooden steamer ever constructed. The name of the good ship is "War Mystery." The vessel is of 5,000 tons and is the first of six ships of the advanced type under way.

Evening Newspaper *Journal* FRIDAY, MARCH 8, 1918

LAUNCHING LARGEST WOODEN SHIP; GREAT TEXAS SHIPYARD



Copyright, Committee on Public Information; supplied by International.

These two photographs further mark the wonderful progress Uncle Sam is making in the building of his merchant fleet. In the upper picture the "War Mystery," the biggest wooden vessel ever built in America is seen just before sliding down the ways preparatory to her debut in the sea. In the lower picture is seen the shipyards on the Texas coast in which the "War Mystery" was

built and where nine vessels are being built, each of them of 5,000 tons like the "War Mystery."

The big new wooden ship and five others are for the Cunard line and will be used to keep up the supply of munitions and supplies to the men over there. They will be adequately prepared to hold their own against any U-boat that may attack them.

120

Shipyard Uses Novel Method To Keep Men From Laying Off

WORLD, FRIDAY, MARCH 15, 1918.



A SPRING SHIP DRIVE SLOGAN at YARD of
FOUNDATION COMPANY, KEARNY N.J.

Current Events
March 15/18

Is the historic battleship Oregon still in commission? Is it being used in the war?

Ans.—Yes, to both questions. The Secretary of the Navy, Mr. Daniels, permits Current Events to state this fact. The Oregon, under Capt. C. E. Clark, made the famous trip from the Pacific to the Atlantic in 1898. She also took a prominent part in the battle off Santiago, in the same year.

SUN, MONDAY, MARCH 11, 1918.

NEW DESTROYERS GET HEROES' NAMES

Daniels Announces Tribute to Five Naval Celebrities.

WASHINGTON, March 10.—Five new destroyers that have been added to the ican naval heroes, Secretary Daniels has announced. The names of the new vessels are the Thatcher, Palmer, Lamberton, Tattnall and Kennison.

The Thatcher is in honor of Rear Admiral Henry Knox Thatcher, who commanded the Colorado and a division of the north Atlantic blockading squadron in the attacks on Fort Fisher, and later cooperated with the army in the operations that resulted in the capture of Mobile. He also commanded the Constellation in the Mediterranean watching for Confederate cruisers.

The Palmer is in honor of Rear Ad-

miral James Sheddon Palmer, who was Farragut's commander on the Hartford when he ran the batteries at Port Hudson March, 1863. He also took part in the naval engagements of the war with Mexico, and the blockading of the Gulf in the Civil War.

The new destroyer Lamberton is named in honor of Rear Admiral Benjamin P. Lamberton, who commanded the Olympia, Dewey's flagship at Manila Bay. He was Chief of Staff under Dewey at that time and was advanced seven numbers for conspicuous conduct in battle.

The Tattnall is named after Capt. Josiah Tattnall, who took part in the engagements of Decatur's squadron. He served in the Seamen's Battery in 1812, and with a force of navy yard workmen was in the battle of Bladensburg. He also commanded the mosquito fleet in the war with Mexico, and later was appointed flag officer of the Asiatic station. It was while here that he became famous, for the French and British fleets were at war with China, and his flagship went aground at Pei-ho. The British boats pulled him off and he joined with them in the attack on the Chinese. When asked about this breach of neutrality

his answer was, "Blood is thicker than water," and the phrase has become historic.

The Kennison is named after Acting

Lieut. William W. Kennison, who was commended for gallant conduct in the battle between the Cumberland and the Confederate ironclad Merrimac.

FIRST OF WOODEN VESSELS TO DEFY U-BOATS TAKES TO WATER

NEW YORK HERALD, WEDNESDAY, MARCH 20, 1918.



The Coyote, the first of the wooden cargo steamships to be built under the Emergency Fleet Corporation's wooden ship programme, was launched successfully yesterday afternoon at the Passaic River shipyards of the Foundation Company, on eKarny Meadows, near Newark, N. J. As the huge wooden hull, the first to be launched of the great fleet of Ferris boats which is to defy the Huns and their submarines, took the water two bands crashed out "The Star Spangled Banner," five thousand persons cheered and waved American flags, while whistles for miles around shrieked their salutes.

"I christen thee Coyote," said Miss Phyllis Hughes, daughter of the late United States Senator Hughes, of New Jersey, as she smashed a bottle of champagne across the bow of the vessel. Then as the huge bulk slipped away she added, "And good luck go with you."

There have been bigger launchings around New York than that of yesterday, but none larger in significance. For, every week or two from now on, other Coyotes are going down the ways into the water until a huge fleet of these swift, strong commerce carriers which are to feed and supply the armies of the United States and her Allies dot the ocean. Because of the importance of the occasion there were fully five thousand persons at the shipyards yesterday.

Officials at Christening.

Miss Hughes was accompanied by her mother and Miss Alice Dalzell, daughter of R. S. Dalzell, resident government inspector at the yards. Others present were Mayor Gillen, of Newark; W. G. Hudson, supervisor for the Emergency Fleet Corporation; C. A. D. Bayley, vice president of the Foundation Company, and representatives of the United States Shipping Board.

The launching was scheduled for half-past two o'clock, but it was nearly four o'clock before workmen removed the keel blocks. The Coyote responded instantly and gracefully; in fact the launching went without a hitch of any kind. Another month will be required to finish the superstructure of the vessel. Then she will

be turned over to the government for the installation of engines, boilers and auxiliary machinery.

A sister ship will be launched before the end of the present month and others will follow at intervals of about two weeks. The vessels approximate 2,500 tons, will be driven by 1,400-horse power triple expansion engines and will develop a speed of about ten knots an hour. The length overall is about 281 feet and the beam extreme, 46 feet.

Used Much Material.

To construct the hull of the Coyote 1,732,000 feet of lumber, 715,000 pounds of metal fastenings, 58,000 pounds of steel strap-pings, 2,800 pounds of oakum and 2,600 pounds of pitch for caulking, and 6,000 gallons of paint and 4,000 pounds of white lead and oil were used.

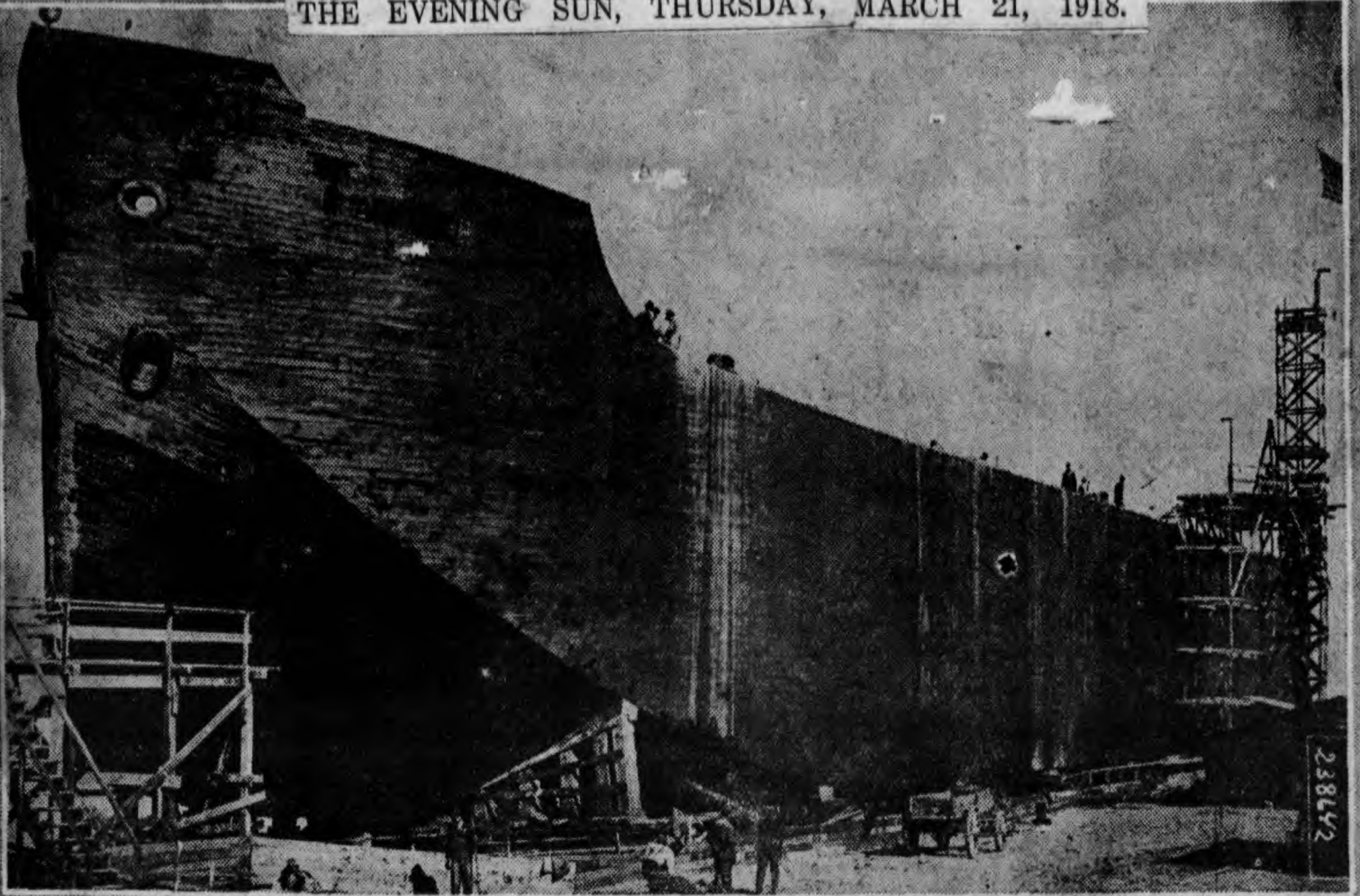
Contracts for ships of this type were placed by the Emergency Fleet Corporation last summer with twenty-three ship-building firms on the Atlantic coast. The Foundation Company had to develop a yard site and equip it, but it is the first of the contractors to launch a hull. Even at that the Coyote has been nearly six months in building, because railroad congestion throughout the winter delayed deliveries of lumber.

1201

122

MAY SOLVE AMERICA'S SHIPPING PROBLEM.

THE EVENING SUN, THURSDAY, MARCH 21, 1918.

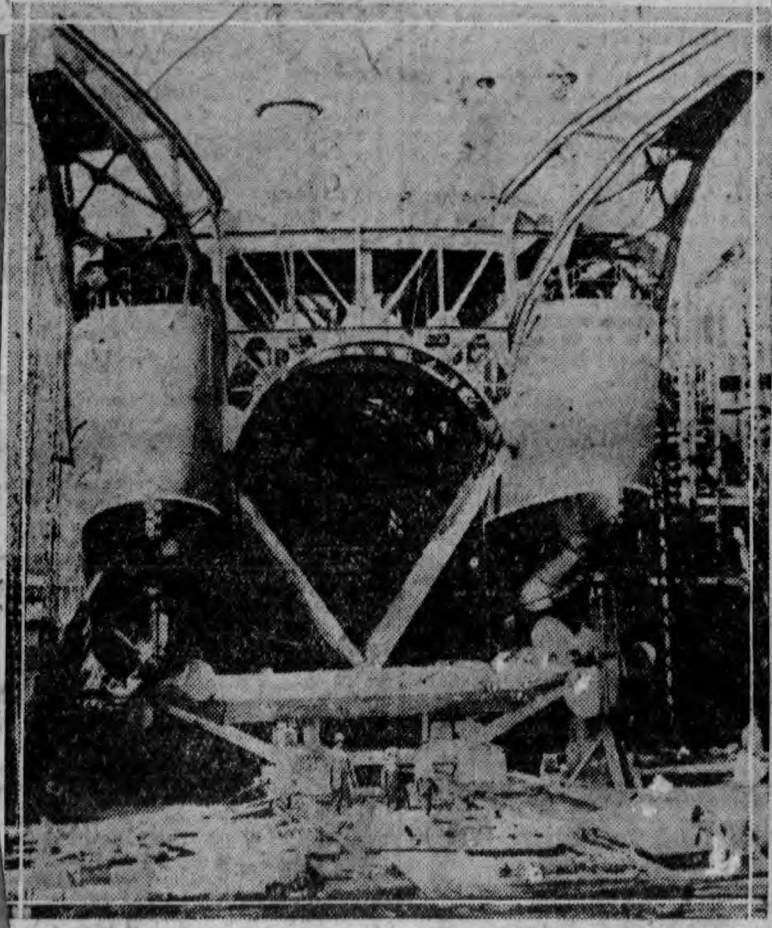
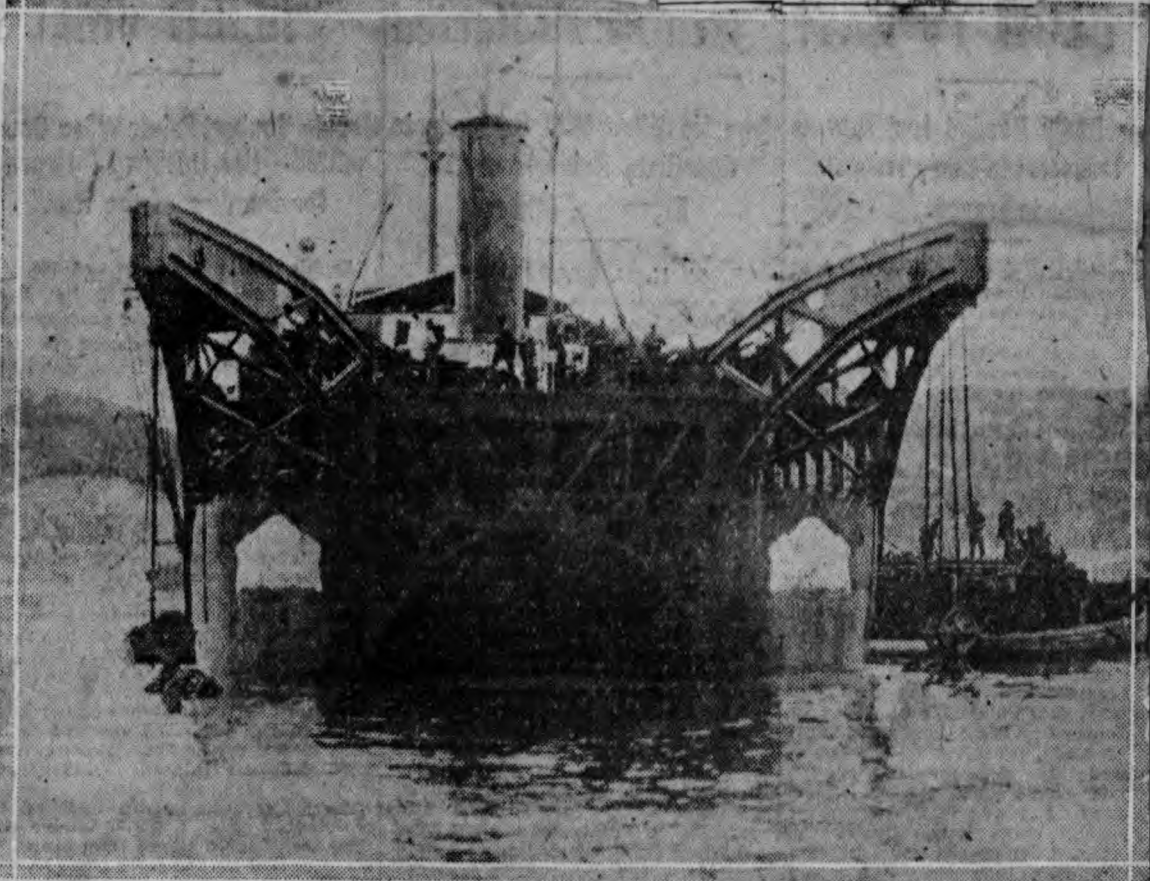


The "Faith," the world's largest concrete ship, slid into the Pacific last week at Redwood City, Cal.—The picture shows Mrs. W. Leslie Comyn, wife of the president of the San Francisco Shipbuilding Company, christening the Faith—The ship is 320 feet long and 7,900 gross tons.

³⁴ Celtic Torpedoed But Safe *Current Events*
 The great White Star liner Celtic was reported torpedoed off the coast of Ireland, but it managed to reach a British port. It was explained that no further information would be given out. This is the second time the Celtic has been struck by a torpedo. *ap 12/18*

THIS "MOTHER SHIP" OF SUBMARINES is the property of the Italian navy. It is considered the most modern device for the purpose. An injured submarine enters the mother ship, which conveys it to dry dock.

NEW YORK AMERICAN - SATURDAY, APRIL 27, 1918



Copyright, 1918, by International.
 The Mother Ship as It Appears in Dry Dock.

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Even. Sun May 20/18

Newark Call
April 28/18

Hull of S. S. Cedric.

To the Editor of the Sunday Call:
Please give me the name of the superintendent of hull construction of the S. S. Cedric, and also tell me if he was an American?
READER.
We are unable to obtain this information for you, inasmuch as there are no records in this country to supply these details. The International Mercantile Marine Lines, 9 Broadway, New York, informs us that this steamer was built by Messrs. Harland & Wolf, in Belfast, Ireland, in 1902, but they have no record of the hull construction superintendent.—Ed.

Current Events

May 3, 1918

New American Steamer Sunk

The Lake Moor, one of the new American ships, of 4500 tons, was torpedoed and sunk by a U-boat April 11. The fact was not known until some weeks later. Five officers and 12 men were saved, five officers and 30 men are missing. It was the Lake Moor's first and last voyage.

New Ships Get Heroes' Names

Secretary Daniels to Commemorate Famous Men of Three U. S. Wars in Christening of Fourteen Destroyers.

That the fame of America's past naval heroes may live to-day in the minds of our sea fighters engaged in rounding up von Tirpitz's pets, Secretary Daniels has picked for destroyers nearing completion fourteen more names of those whose exploits gave the United States' high sea forces high traditions at a day when Prussia's navy still consisted of a comic opera fleet of tubs.

Announcement of the names of the forthcoming reinforcement for America's North Sea skirmish line lists the new destroyers as the Anthony, McDermot, Laub, McLanahan, Edwards, Ballard, Babbitt, Claxton, Hamilton, Bush, Hopewell, Hatfield, Brooks and the Delphy. The men whose deeds are commemorated fought in 1812, in the Civil War and in the war with Spain.

Bill Anthony Honored.

The Anthony is named in honor of "Bill" Anthony, the marine who, following the Maine explosion, started without hesitation into the sinking ship to report to his commander. Anthony won promotion by his precise fulfillment of his duties on that occasion, when, in the fast settling ship, he found Capt. Charles D. Sigsbee, later Rear-Admiral, below decks and said: "Sir, I have to report that the ship has been blown up and is sinking."

The other officers upon the list died in older wars. Eleven of them served in 1812 and two in the Civil War. Lieutenant-Commander McDermot was killed in the Sabine Pass April 18, 1863. Midshipman Henry Laub was killed in the Battle of Lake Erie Sept. 10, 1813. Passed Midshipman Tenant McLanahan was killed while serving on the Cyane. Midshipman W. F. Edwards, attached to the Argus, lost his life in the action with the Pelican. Midshipman Edward J. Ballard was killed in the action between the Chesapeake and the British ship Shannon.

Lieut. Fitz Henry Babbitt lost his life in the fight between the British ships Endymion and Pomona and the United States ship Adams. Midshipman Thomas Claxton died of wounds on board the Lawrence in the Battle of Lake Erie. Lieut. Archibald Hamilton was killed on board the President while fighting the British ships Endymion and Pomona. First Lieut. William S. Bugh, U. S. M. C., lost his life in the famous fight between the Constitution and the Guerriere.

Midshipman Pollard Hopewell lost his life in the fight between the Chesapeake and the Shannon. Midshipman John Hatfield was killed in the attack on York, Canada, in the War of 1812. Lieut. John Brooks, Jr., U. S. M. C., lost his life in the Battle of Lake Erie. Midshipman Richard Delphy was killed in the fight between the Argus and the Pelican.

Evening May 21/18

Camouflage On Ships.

Nelson Collins in the Century.

All styles of camouflage are on the highways and byways of the sea. The average seaman in a port just has to say, "How do think I look?" to a ship's visitor, as much as any lady with her seasonal millinery selection. Some go in for color and some for line. Our own ship's style is suggestive of the old court jester's suits, with its parti-colored diamond patches. Black and white effects are very fetching, however, with the lines caught up into unexpected turns and slashes and bows. The most satisfactory ship I have seen under camouflage was agreeable to the eye because the lines are allowed to follow their natural development, and there was some coherence and congruity in the course they took. It was a pleasure to look at the ship after the thwartings and quick distortions of vision that are more usual. It looked effective, too. Camouflage serves two purposes. The first of these is to screen the ship from vision altogether. This is the less important and the less successful accomplishment, though a cruiser and a destroyer apparently slid past us one of the first days we were out in our new suit and were well abaft the beam before the destroyer, seeming to have rubbed its eyes, slipped over the few miles between to investigate us. The second purpose is to confuse the enemy who has spotted the ship as to the course being taken, and many of the lines seemingly not serving any purpose of blinding. You can't tell what leg of a zigzag course the ship is on because of the ways these lines divert your sight; or if you are foolishly on a steady, straight course, you must seem to zigzag.

Sunday Newark
Call May 26/18

ARMAGEDDON.

Tramp, tramp, the boys go by,
Grim of jaw and stern of eye.
Through blackened wastes that once were fair.

They will track a Beast to his poison lair.
They will follow along his slimy trail,
And rout him out with scourge and flail.
Kill, kill, strike and kill
The enemy of God!

Tramp, tramp, we march along,
Our ranks a hundred million strong.
Bearing aloft the Cross of Red,
We follow the trail where our sons have bled.

There is death to brave, there is life to save,

And a million burning wounds to lave.
Fill, fill, with your dollars fill
The mercy-chest for God.

Tramp, tramp, at the Judgment seat
A million million hosts shall meet.
Worn and bruised and battle-scarred,
They will come to claim their just reward.

And you who could not join the fray,
Did you do your share as well as they?
When right fought might in blackest night

Did you cheer them on, did you fight the fight?

Still, still, peace be still,
We battled, too, for God.

—Vilda S. Owens.

Imperator the First.

Editor Hudson Observer:

Kindly let me know through your valuable paper which of the ships was the first to dock in Hoboken on the maiden trip. A says the Imperator was the first. B says the Vaterland was the first.

Hoping you will settle this question for me, a constant reader, J. H. H.

The Imperator was the first of the two big sister ships to dock in Hoboken. It made many trips back and forth before the Vaterland, now the Leviathan, was first warped into her pier in Hoboken.—Ed.

Herald
May 26/18

TWO STEAMSHIPS ARE NAMED AFTER FAMOUS ITALIANS

One Vessel Launched in Seattle
Christened the Vittorio
Emmanuele III.

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

Italy's alliance with America has been honored by the Shipping Board in the naming of two steamships launched today. Both were named in honor of famous Italians. One was launched at Seattle on the Pacific coast and the other at Wilmington. The steamship launched at Seattle has been named the Vittorio Emmanuele III., and the one launched at Wilmington was named after the Italian soldier patriot, Garibaldi.

In connection with the launching and naming of these two ships, Edward N. Hurley, chairman of the Shipping Board, stated that the "Shipping Board is carefully studying the needs and desires of the Italian people, and it is the purpose of the Board to keep constantly before it, in its daily study of the shifting problems of transportation and provisioning, the requirements of Italy's gallant army and people."

News from the submarine boat company at Newark Bay received by the Shipping Board is to the effect that the first boat launched from this yard will leave the ways on Memorial Day. The first ship will be the Agawam, of 5,500 tons. The name Agawam was selected by Mrs. Woodrow Wilson, and means "great salt meadows."

The Newark Bay shipyard has twenty-eight construction ways, on which are assembled the greatest number of oceangoing steam vessels in the world. It soon will be able to turn out an average of at least two, and possibly three, vessels a week. These vessels will be of the fabricated steel type.

The Shipping Board has ordered two hundred wood barges, of 2,500 tons each, for use in the New England coal trade. These are expected to be ready by August. The Board already has ordered 125,000 tons of concrete barges for the same purpose.

126

HOW GIANT SUBMARINE COULD LAUNCH BOMBING PLANE

128

J. C. J. June 3/18

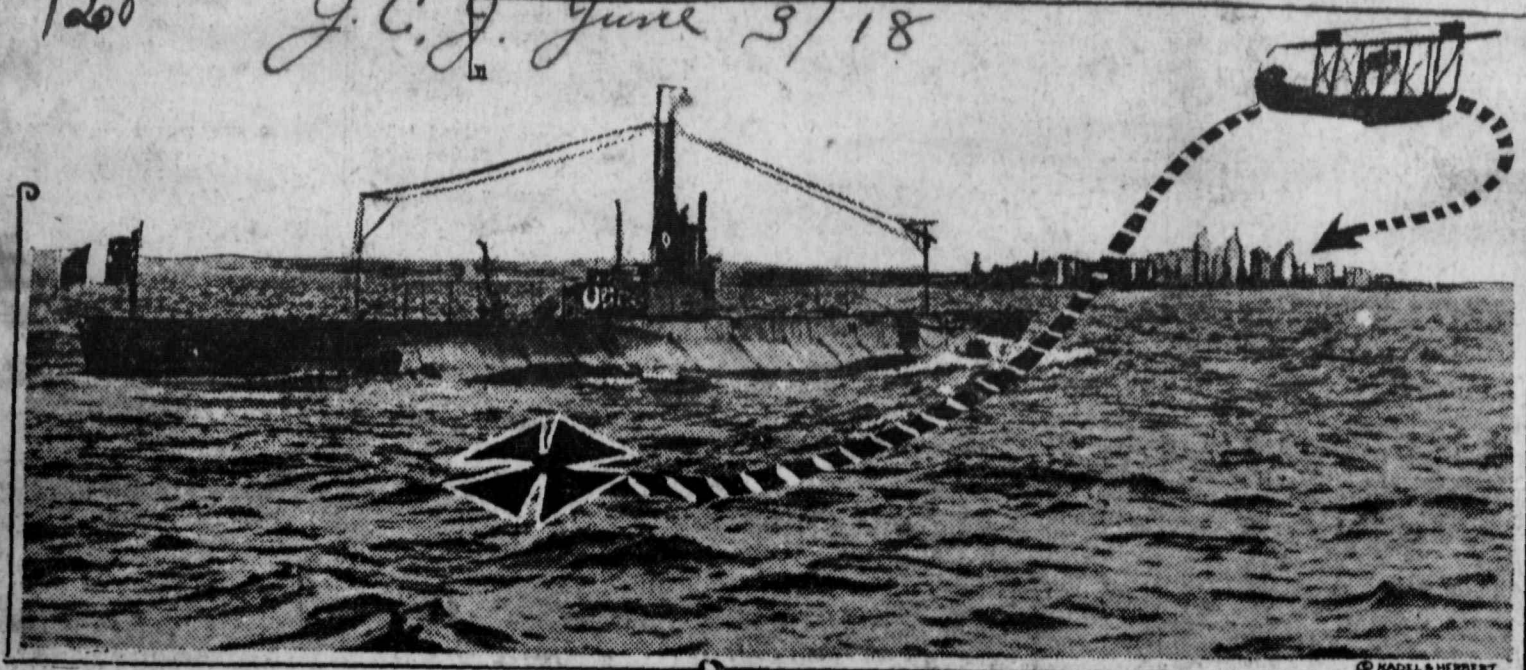
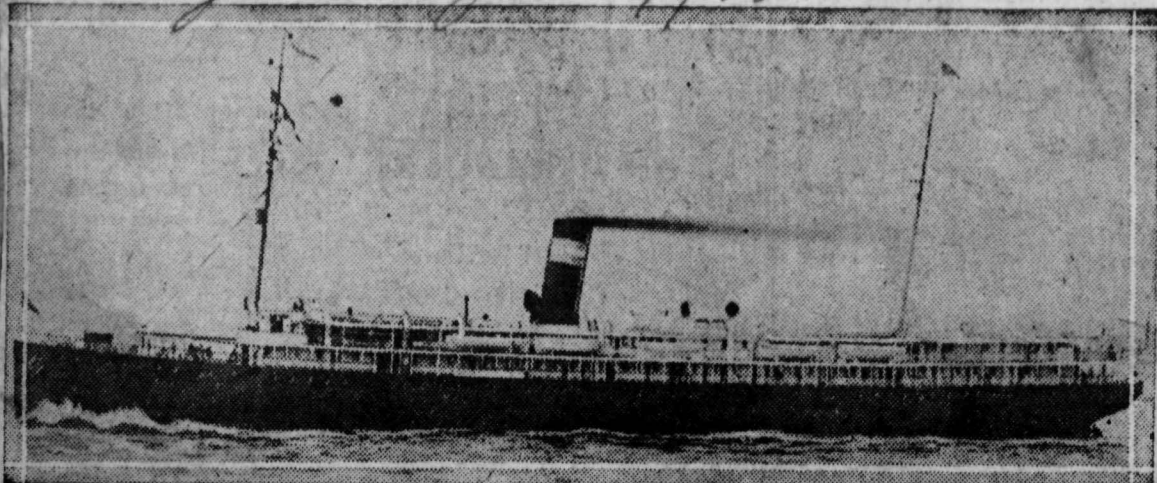


Photo-diagram showing how a seaplane, brought across the Atlantic by a German submarine, could be launched with its cargo of bombs from smooth water, to bomb an American coast city. The submarine would in the meantime submerge and await the return of the bombing plane at a predetermined rendezvous. A submarine of the size of the "Deutschland" would be able to carry several large seaplanes and ample supplies of bombs of the largest size.

STEAMSHIP CAROLINA, of the New York and Porto Rico Line, which was attacked by a U-boat off the New Jersey coast last Sunday night. Later came reports that the passengers and crew had taken to the boats and that the ship had been sunk.

Journal June 4/18



World June 4/18

SHIPS SUNK BY U BOATS IN RAID ON OUR COAST

CAROLINA—5,093-ton passenger liner owned by the New York and Porto Rico Steamship Company. Bound from San Juan for New York with 220 passengers and cargo. Sunk off Barnegat, N. J., at 7 P. M. Sunday.

WINNECONNE—1,569-ton steel freighter, owned by American Transatlantic Company of this city.

HAUPPAUGE—Auxiliary schooner of about 1,500 tons.

HERBERT L. PRATT—About 6,000-ton oil tanker, owned by the Atlantic Refining Company of Philadelphia. Bound from Tampico for Philadelphia. Sunk Sunday night four miles off Cape Henlopen, Del.

JACOB M. HASKELL—Wooden schooner of 1,778 tons, owned by Crowell & Thurlow of Boston. Bound from Norfolk for Portland, Me. Sunk fifty miles off Barnegat, Sunday night.

EDWARD H. COLE—Wooden schooner of 1,791 tons, owned by Crowell & Thurlow of Boston. Bound from New York for the Caribbean for sugar. Sunk about fifty miles off Barnegat, Sunday night.

ISABEL B. WILEY—Wooden schooner of 776 tons, owned by the Atlas Company of Philadelphia. Bound from Perth Amboy for Newport News with cargo.

SAMUEL W. HATHAWTY—Wooden schooner of 436 tons, owned by the Dunn & Elliott Co. of Thomaston, Me.

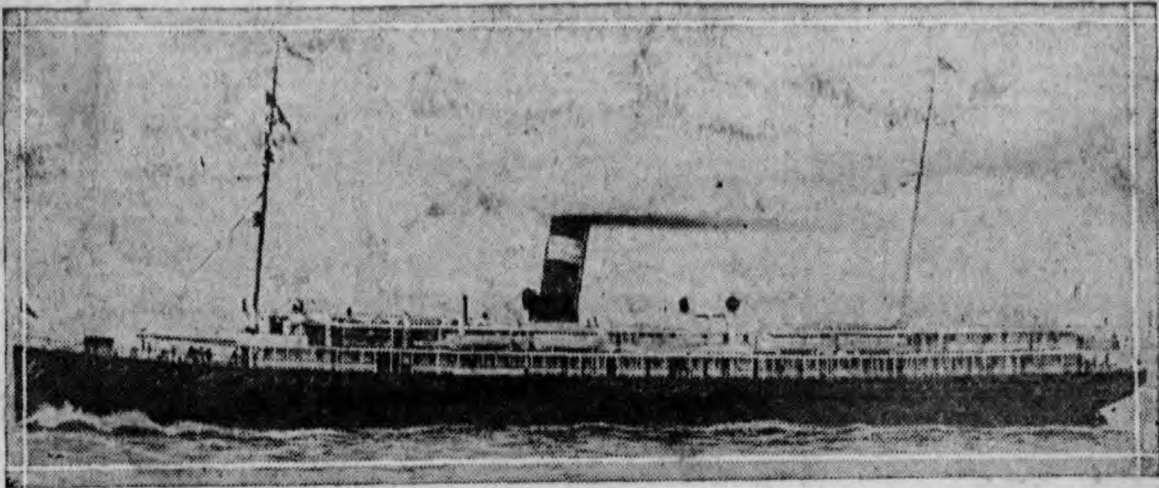
EDNA—Wooden schooner of 325 tons, owned by C. A. Small of Machias, Me. Bound from Philadelphia for Havana with gasoline. Found beached at mouth of Delaware, Saturday.

HATTIE DUNN—Wooden schooner of 436 tons, owned by Dunn & Elliot of Thomaston, Me. Hulk seen last Wednesday ten miles off Winter Quarter Shoal light vessel, half way between Cape Henlopen and Cape Charles, Va.

June 14/18

129

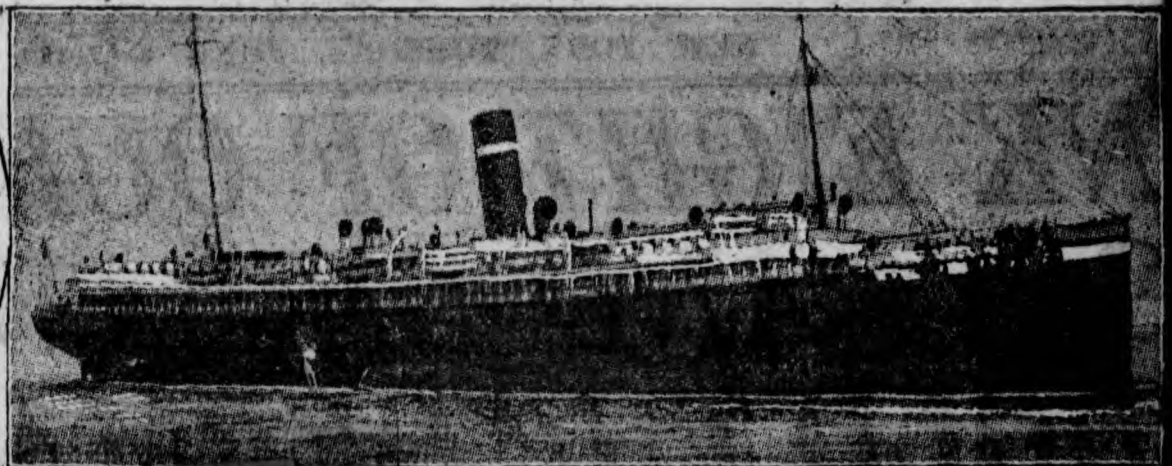
PORTO RICO LINER REPORTED VICTIM OF SUBMARINES OFF JERSEY COAST



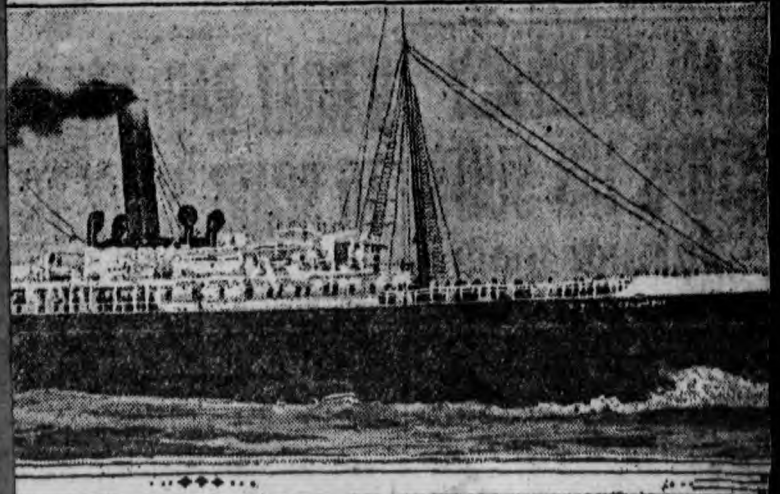
Steamship Carolina, of the New York and Porto Rico Line, which was attacked by a U-boat off the New Jersey coast last Sunday night. Later came reports that the passengers and crew had taken to the boats and that the ship had been sunk.

THE WORLD: TUESDAY, JUNE 4, 1918.

SHIPS SHELLLED BY U BOAT; 2 MEN FROM SCHOONER THAT WAS SUNK



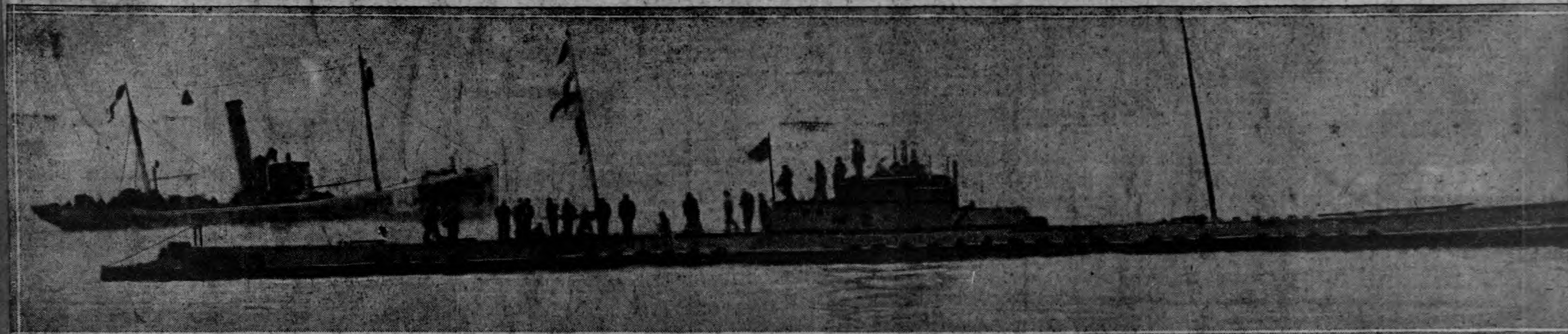
S.S. CAROLINA.



S.S. CITY OF COLUMBUS

Germany Attacks Our Ships in Home Waters with Her S

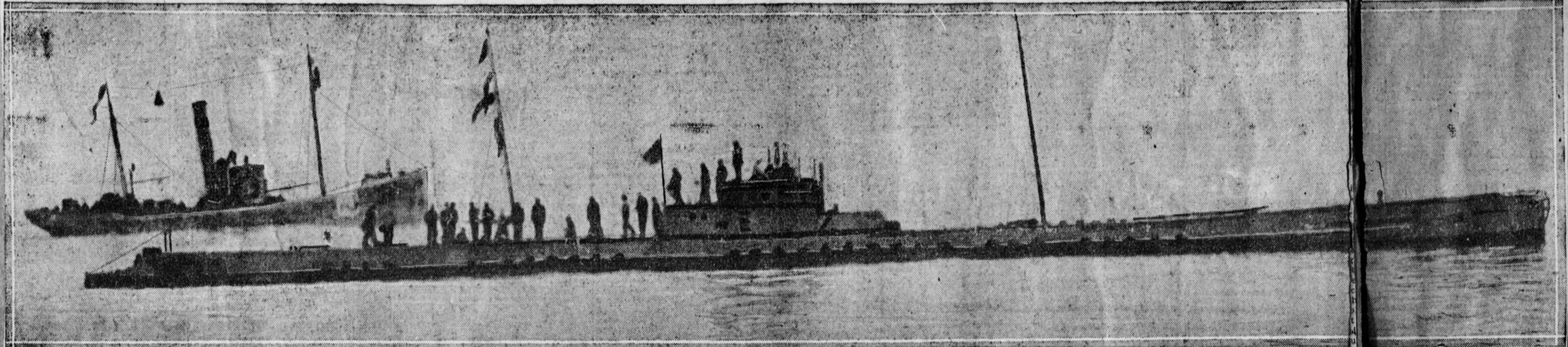
UNDERSEA WEAPONS THAT HAVE ENABLED KAISER TO STRIKE AT AMERICA ACROSS



One of the newest type of German submarines, the U-36, showing the undersea fighter's great length as compared with her tender. This photograph was taken on land, after the U-36 had seized the Dutch ship *Zaandstroom*.

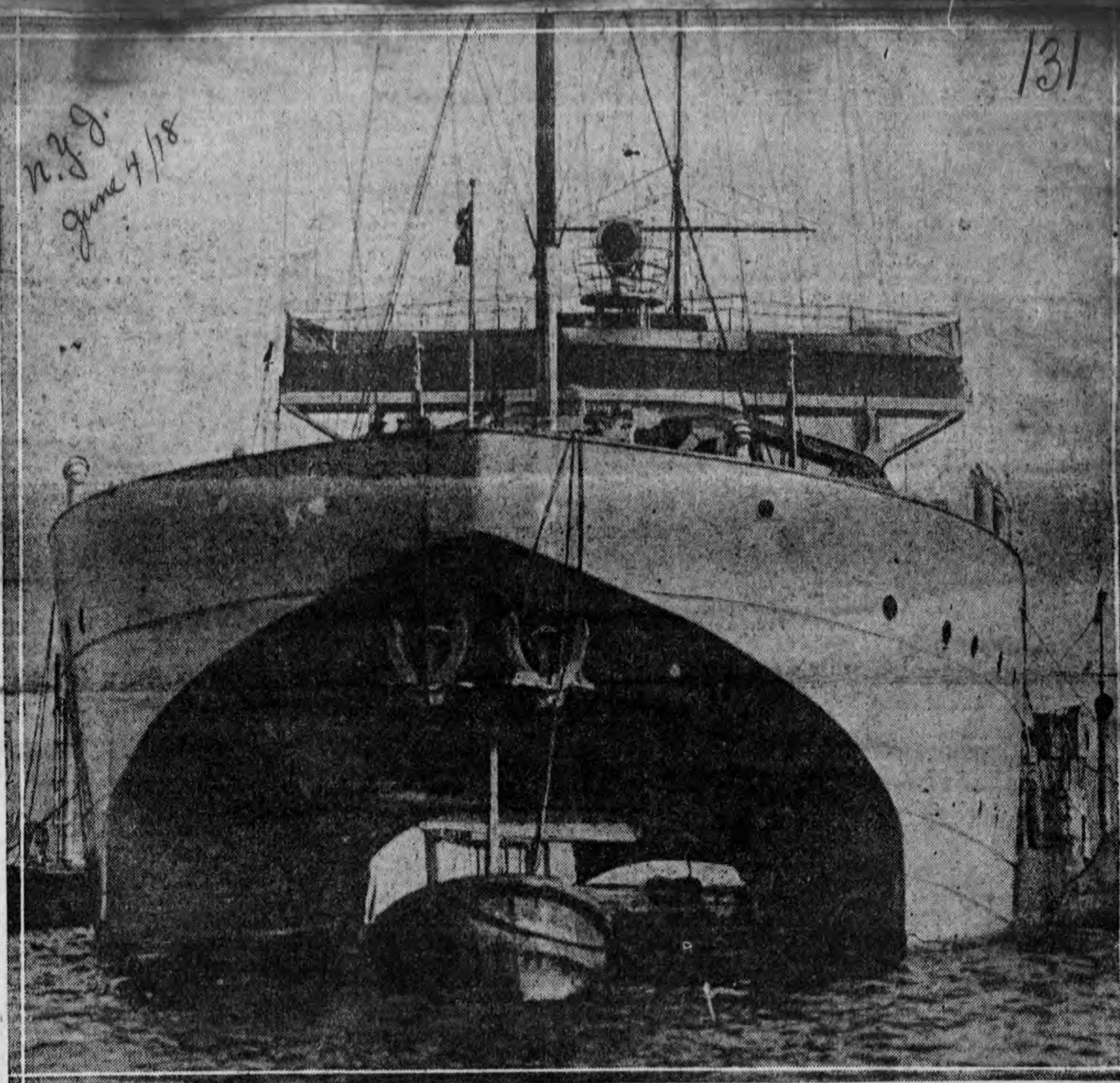
Germany Attacks Our Ships in Home Waters with Her Submarines

UNDERSEA WEAPONS THAT HAVE ENABLED KAISER TO STRIKE AT AMERICA ACROSS THE ATLANTIC



One of the newest type of German submarines, the U-36, showing the undersea fighter's great length as compared with her tender. This photograph was taken off the coast of Holland, after the U-36 had seized the Dutch ship *Zaandstroom*.

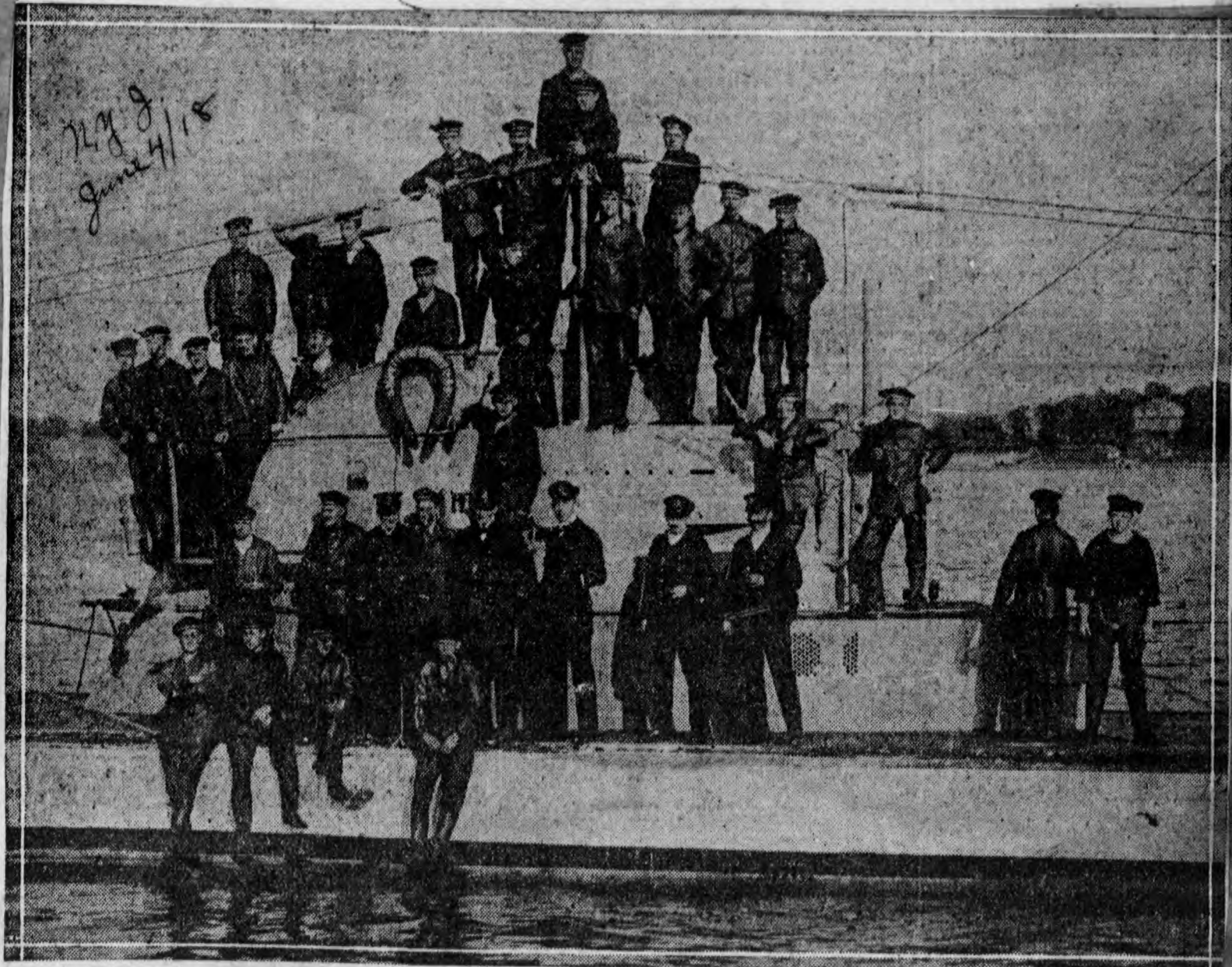
N.Y.G.
June 4/18



Copyright, 1918, by International.

Big Mother Ship for U-Boats, the Vulcan, as She Appears in the Kiel Canal, the German Naval Base. On Either Side Are Submarines, and Other Craft Can Be Seen Entering the Interior.

N.Y.G.
June 4/18



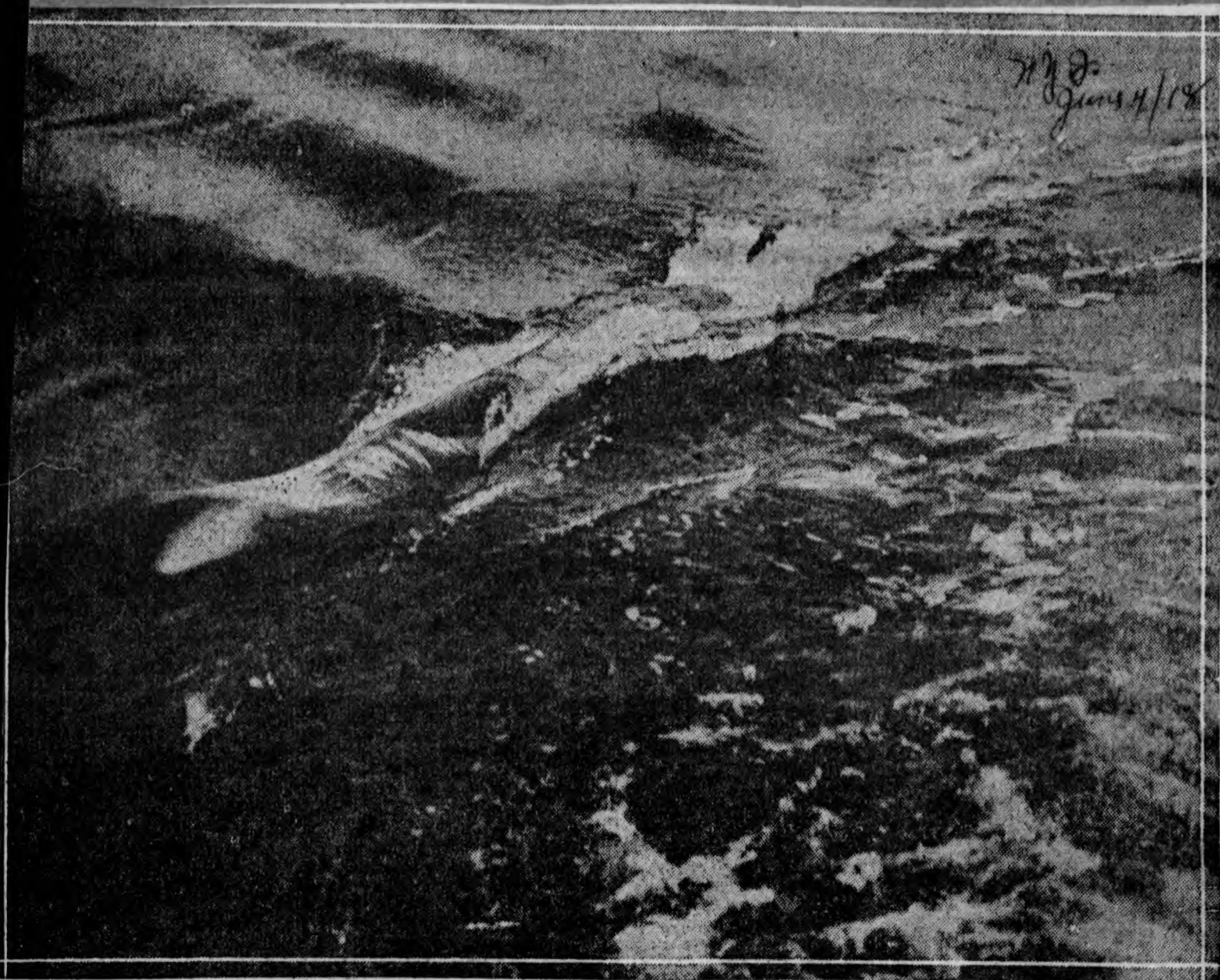
Copyright, 1918, by International.

Crew of the U-53 on the Deck of the Fighter When She Paid a Surprise Visit to Newport in October, 1916. After Leaving Newport the U-53 Sank Five British Ships Off Nantucket.



Copyright, 1918, by International.

Cargo Carrier Deutschland Leaving Baltimore on Her First Trip to This Country in July, 1916. Her Breadth Is Shown Strikingly in Contrast with the Tug. It Is Reported She Is Now a Fighter.



Torpedo Speeding to Do Its Destructive Work, as Photographed from the Stern of a Ship. It Is Running on the Surface, Which Is Unusual, as it Usually Travels Submerged a Few Feet.

Dispatch June 5/18 134

ELEVEN VESSELS, SIXTEEN LIVES, RAIDER'S TOLL

Late Wireless Says a Destroyer Interrupted Sinking of French Vessel, But Gives No Details—Survivors Land—Raiders May Be on Way Home or on Way to New Location—Was There More Than One?

THE SHIPS WHICH WERE SUNK OFF THE COAST

Speculation as to the fate of the passengers and crew of the steamship Carolina, of the New York and Porto Rico Line, was ended when survivors, landing at Lewes, Del., Atlantic City and Philadelphia brought the news that the ship had been boarded by an officer and boats' crew of a German U-boat at 6 o'clock Sunday evening and all hands ordered to the boats.

Some 300 of the Carolina's passengers and crew are now on board the schooner Etta B. Douglas, which is due at an Atlantic port about 10 o'clock this morning. Of the others, 27 were landed at Atlantic City, 19 at Lewes, Del., and 7 at Philadelphia.

The survivors landing at Lewes brought the sad information that sixteen others had been drowned Sunday night in a thunderstorm which capsized the motor launch in which thirty-five persons had set out for shore when the U-boat men took possession of the Carolina.

The exact number on board the Carolina is not known, as the passenger list has not been received from Porto Rico.

The other missing passenger steamer, the City of Columbus, of the Savannah line, was reported safe at Vineyard Haven.

The list of vessels sunk by the raider, or raiders, now stands as follows:

Steamers:
Carolina, 5,093 tons, apparently sunk, but possibly seized by the raiders to be used in their campaign against American shipping.

Herbert L. Pratt, 7,200-ton tanker, salvaged and towed to port after striking mine or being torpedoed.

Winneconne, 1,869 tons, torpedoed.
Texel, 3,210 tons, bombed.

Schooners, all bombed:
Edna, 325 tons.
Hattie Dunn, 436 tons.

Happaugh, about 1,500 tons.
Edward H. Cole, 1,791 tons.

Isabel Wiley, 776 tons.
Jacob Haskell, 1,778 tons.

Edward Beard, tonnage not definitely known.

Since the attacks on these eleven ships, the last being intercepted Sunday evening, all trace of the raider has been lost. It is not known whether he has gone temporarily into hiding along the coast near the scene of his operations or has scurried away to his home port or some secret base, possibly in the Caribbean or the Gulf of Mexico.

In the meantime every available naval vessel, hydroscoplane and dirigible balloon is engaged in scouting along the coast for survivors of the wrecked ships or signs of the presence of the big U-boat cruiser that has dared to carry the campaign of naval frightfulness to the American coast.

While more than one raider may have crossed the Atlantic, naval officers are inclined to believe that the recent sinkings are the work of one boat of the new big U-boat cruiser type, about 225 feet in length and carrying two guns.

One of the first effects of the daring exploits of the Germans has been the darkening of New York's illuminations, the lights in private houses being affected as well as those of Coney Island and the great white way.

Preparations also have been taken to protect New Yorkers against a possible air raid, the military authorities deeming it possible that the Germans might make such an attempt for the sake of the effect it might have on the morale of the people rather than for any military gains to be derived from it.

TOLL WAS ELEVEN, DANIELS ANNOUNCE

Washington, June 4.—Secretary Daniels tonight issued a statement saying it was indicated that eleven vessels have been sunk by German submarines operating off the Atlantic coast.

In the list of "indicated" sinkings Secretary Daniels included for the first time the name of the Porto Rican liner Carolina.

The statement follows:
"The latest reports received by the Navy Department indicates that the following vessels have been sunk as the result of enemy submarine activity off this coast:

"Schooners—Edna, 325 tons, bombed; Hattie Dunn, 436 tons, bombed; Happaugh, about 1,500 tons; Edward H. Cole, 1,791 tons, bombed; Isabel Wiley, 776 tons, bombed; Jacob Haskell, 1,778 tons, bombed; Edward Beard, bombed.

"Steamers—Winneconne, 1,869 tons, torpedoed; Herbert S. Pratt, 7,200 tons, raised and towed to port; Texel; Carolina."

Herald June 5/18

GIRL, ADRIFT IN CAROLINA BOAT FOR 44 HOURS, TELLS OF PERILS

How the steamship Carolina, of the New York and Porto Rico Steamship Company, was sunk with eleven shots from the deck guns of a German submarine was graphically told last night by Miss Lillian Dickerson, twenty years old, daughter of Edward Nikol Dickerson, a lawyer, of No. 41 Park row, to a HERALD reporter in her room in the New Weston Hotel, No. 21 East Forty-ninth street. Miss Dickerson was a passenger in the last lifeboat to leave the Carolina, which was beached at the foot of South Carolina avenue, Atlantic City, N. J., at two o'clock yesterday afternoon, after having been adrift for forty-four hours at sea.

Miss Dickerson was returning with her grandmother, Mrs. Charles Westbrook, of No. 32 West Fifty-eighth street, from the Virgin Island by way of Puerto Rico when the Carolina was attacked. She is a graduate of Hollins Academy, Roanoke, Va., and previous to her trip South she spent several months in France working among the blind as an agent of the New York Association for the Blind.

Dressing as Shots Are Fired.

"I was down in my room dressing for dinner when there was a loud report," began Miss Dickerson. "It was then just ten minutes past six o'clock. I ran up on deck, but everything was quiet. Then there were two more shots. Both of them fell about sixty yards astern.

"I ran forward to where the captain was—he was standing by the bridge. 'What is it?' I inquired, and he turned to me and said it was a German submarine.

"Everybody was now on deck. Looking over the starboard side I saw the submarine about a mile and one half distant, to the southeast. The sun was in the west and the light was right on her. She looked gray and misty.

"There was no confusion at all, nobody could believe, of course, it was a submarine. We all went to our respective boats—on my side of the boat there was no discreditable conduct. We women all got into our boat. There were eight women and eighteen men, eight of whom were of the crew. The boat was then lowered to within twenty-five feet of the water.

Boat Tilts and Upsets.

"Suddenly the boat—which was a sea-going dory—tilted to one side. There had been two men at each end caring for the davits, but one of them had lost his balance and fell overboard, the rope slipped from the other man's hands and our boat fell into the water.

"Thanks to the tin air compartments the boat soon righted itself, but there was more than two feet of water in her. We

baled it out and then the men began to row. The chief engineer of the Carolina was in our boat.

"The submarine was then due south of the Carolina about three hundred yards distant. She was on the surface and there were about forty men on her deck, some of them dressed in khaki and others in blue. There was a red and white flag, the red above.

"At twelve minutes past seven o'clock her deck guns opened up again. She fired six shots in the next ten minutes which hit the Carolina amidships, the whole ship bursting into flame. The ship did not blow up. She burned for half an hour and then shortly after eight o'clock sank below the water's edge.

Hawser to Motor Boat Parts.

"There were ten lifeboats in the party and we divided into two sections of five each. As we started off we saw the submarine start off towards the east, and within a few minutes she disappeared under water. There was a motor boat ahead of us, which gave three of us a tow, but the rope snapped in a few minutes, leaving us to the mercy of the sea. We got out our compass and headed due west, northwest.

"The water got rougher and rougher and at half-past ten o'clock that night we got caught between two thunderstorms which drenched us to the skin. The hawsers which linked us to another lifeboat snapped and we were left entirely alone. There was a keg of water in the boat, a box of hardtack and about a dozen rockets.

"We huddled close together to keep warm. Some of the women were sandwiched between negro stokers and waiters. At about four o'clock next morning we heard cries of help, coming from several directions. We searched with our lights but could see no one.

"It was very cloudy at dawn and during the morning we heard gunshots, coming from a distance. Then we came upon a bunch of wreckage, among which we found a box containing six blue shirts, which the women put on to keep warm.

Women Sleep in Water.

"We worked in shifts at the oars, each taking two hours at them and two hours for rest. There was a chance to get a little sleep occasionally—the women slept during the two nights in water up to their waists.

"On the second night we saw a ship passing astern and we sent up five rockets, but could not seem to attract their attention. We knew there was nothing we could do but row, so we got back to the oars. At dawn we saw white points capping the water—Heaven only knows what it was—we supposed it was Atlantic City, and we were right."

told Captain Cole, they believed the Douglas had picked up all the passengers and crew of the Carolina except about eighty persons who had been apportioned when the ship was abandoned between the motor lifeboat and lifeboat No. 5. Captain Barbour, of the Carolina, they said, had succeeded in speaking all his ship's boats during the night except the two named.

The two mates told Captain Cole that the Carolina had been "submerged" on Sunday night. The reports received over the Coast Guard wires did not make it clear whether the big passenger steamship of the Puerto Rico line had been torpedoed or had been sent to the bottom, as were the other victims of the Hun raiders, either by shell fire or bombs.

After having arranged to have a tugboat of a New York towing company pick their schooner up and tow it into New York Harbor the members of the crew and passengers returned aboard the Eva B. Douglas to await the arrival of the tug from this city. They were not expected to arrive in New York until some time to-day.

Lifeboat Reaches Atlantic City.

Lifeboat No. 5, of the Carolina's complement, commanded by Lieutenant McLaren, chief engineer of the Carolina, containing seven of the crew and twenty passengers, among whom were many women, came ashore on the beach at Atlantic City, at the foot of South Carolina avenue, at two o'clock yesterday afternoon. Her arrival was one of the most dramatic events ever witnessed by frequenters of the famous resort.

With the exception of the hardy members of the crew and a few of the men passengers the survivors were so wholly exhausted that life guards, bathers who thronged the beach and participants in the Shriners' parade, which was passing at the time, rushed into the surf and out to the battered lifeboat, as it rose on a swell and rode safely to the beach on the crest of a huge comber. The rescuers dragged the survivors bodily from the boat and carried them ashore in their arms.

The Lulu Temple Band, of Philadelphia, which had been leading the Shriners'

parade along the Boardwalk, struck "The Star Spangled Banner," and thousands of visitors who had hurried to scene from hotels and boarding houses tossed their hats into the air and cheered. Their enthusiasm seemed to put new into the rescued, although many of them were swooning from reaction after the terrible voyage in the frail little yawl.

Women and girls among the survivors were unable to stand. Some were attired in rough blue overalls borrowed from men of the crew. All were bespattered with crusted salt spray and the tough hair streaked across their weatherbeaten faces was plastered down by the mix of salt and water used on their foreheads in an effort to revive them. All were carried tenderly into the main beach hospital tent maintained for bathers.

Faints When Lifted from Yawl.

One fragile woman, about thirty years old, fainted as a muscular life guard lifted her from the yawl and ran with her to tent. Dr. Bossert, chief surgeon of beach forces, brought her a stimulant. Just at that moment the notes of "The Star Spangled Banner" floated into tent. The woman, rising suddenly, leaning on her elbow, screamed hysterically, "We're safe, safe at last!" She sank back again into unconsciousness.

A girl, fourteen years old, reclining on cot opposite, appealed for some cloth. "I'm a perfect fright!" she laughed. One of the Shriners pulled off the coat of green velvet uniform and gave it to her. Police reserves arriving cleared the hospital tent of all except the survivors, physicians, brandy and other stimulants were obtained and administered. To but three of the women this brought sufficient returning strength to enable them to be assisted to the waiting patrol automobiles, in which they were hurried to the Thurmen Hotel, where survivors landed from the destroyed freighter. In the morning had been already quartered.

Men Survivors Taken to Club.

The male survivors were taken to Soldiers and Sailors' Club at the McGuards' Armory and food was brought to them from nearby restaurants. Famished survivors, who since Sunday night had subsisted on water and a damp biscuit, attacked the food voraciously.

Mrs. W. L. Seymour, of New York, with her daughter was among the rescued passengers of the Carolina, paid high tribute to Lieutenant McLaren, paid high tribute to his boat's crew. Mrs. Seymour, though scarcely able to sit up in bed, insisted on recounting the heroic conduct of the crew of the Puerto Rican steamship. "We had just started for dinner,"

HUN SHAKES HANDS WITH CAPTAIN OF SHIP HE IS ABOUT TO SINK

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said, "when shells screamed a warning across the bow of the ship. I cannot describe how it felt when the realization came upon us that we were being attacked without warning by a submarine. I flung my arms about my daughter and held her close. All sorts of fears assailed me. I thought of the women and children of France and Belgium, and—and I don't know if I screamed or not. It was maddening!"

Then another came whizzing, they said it was. It splintered something forward. Our ship carried no armament, and our captain ordered the engines stopped. Something grated along the side. It was a launch from the submarine. The officer in command spoke very good English. He told the captain, who met him at the top of the ladder, he would give us time to get off before he sank the ship. He examined the ship's papers and then waited with his men, who were heavily armed.

Captain Watches Boat Loading.

The German captain watched while the boats were being filled and lowered. There were more than two hundred passengers and more than one hundred of the crew. The women and children, of course went first. The crew, although many of them could not speak English, behaved splendidly.

Ten boats were filled and we pulled away from the ship. I shall never see anything like it again; yet, intensely dramatic as it was, it all seemed unreal. The crew of our boat pulled clear and we could see the lights of the other lifeboats bobbing up and down in the waves. Every minute we thought the Germans were going to shell us.

"We had gotten away perhaps fifty yards when there was a blinding flash. I don't know whether they shelled, bombed or torpedoed the Carolina, but she went down.

"In the night we were separated from the other boats. Lieutenant McLaren and Mr. Mertz, the chief purser, looked after us wonderfully. The men did their best to keep our spirits up during those long hours of the night. They insisted we eat what little food there was and gave us most of the water, taking very little either of the food or water for themselves. They gave us their coats, overalls, jumpers—everything.

"When we sighted the shore we were told by Lieutenant McLaren that it looked like Atlantic City. Did it look good to us? Well, rather! And when we came ashore you had the band playing for us, just as though you had known we were coming."

Women Among the Saved.

Mrs. P. J. Hamilton, wife of the Chief

The City of Columbus and many other craft, reported as missing and feared by many to have fallen victims of German submarine raiders, reached port yesterday and last night. Many of the vessels had exciting experiences.

The Railroad Administration reported that all of the 111 vessels under its jurisdiction had been reported safe in various ports before noon yesterday.

The City of Columbus, with passengers and freight from Savannah for Boston, put in at a port yesterday, behind schedule because she had been dodging the enemy. Late Sunday afternoon the City of Columbus picked up the S O S call sent out by the Carolina when that steamship was attacked by a submarine. Captain J. H. Diehl, carefully keeping the information from passengers, sent his vessel on a zig-zag course.

Covered Lights at Night.

Four hours later those on board heard heavy firing, but only the officers realized that it was a submarine attack. When darkness came on no lights were displayed and all ports were shaded. Some of the sixty passengers asked for information, but they were assured that it was the usual practice in those waters.

The passengers did not know what peril they had gone through until, upon approaching port, they were stopped by patrol boats and heard the news.

After hearing the firing straight ahead of them on Sunday evening the course of the City of Columbus was altered, the wireless was closed down and no messages were sent for fear of apprising the enemy submarine of the steamship's presence. Captain Diehl, who did not know that his vessel had been reported sunk or missing therefore sent no messages ashore.

The Huron, of the Clyde line, with ninety passengers and a heavy cargo, from Jacksonville, put in at a port of refuge Monday night to avoid the submarine menace, of which it had been warned by wireless. The vessel reached her destination to-day, travelling through the zone where other vessels had been sunk.

Enemy Moving Southward.

The steamship Sabine, of the Mallory line, from Tampa for New York, with forty passengers and a cargo, put in at an Atlantic port yesterday and related an

encounter with a submarine, which indicated that the enemy was moving southward.

While between Charleston and the Frying Pan Shoals lightship, the Sabine encountered a submarine, which gave chase. The Sabine was being overtaken when a naval vessel, on scout duty, appeared and pursued the submarine out to sea.

The Nantucket, of the Merchants' and Miners' line, also reached port after giving the Frying Pan Shoals lightship a wide berth upon being warned of the submarine menace there.

The steamship Dorchester, of the same line, also reached an Atlantic port safely. She had seen no submarines.

The Governor Cobb, training ship for the United States Shipping Board, with 200 apprentice seamen on board, passed through the zone of submarine activity and reached an Atlantic port yesterday, relieving the fears of the relatives of many of those on board. Those on board saw no submarines.

Clyde line officials got word last night that the Mohawk had gone back to Charleston upon receiving the first wireless warning. The Porto Rican line steamship Brazos is believed to be safe. Late reports indicated that the Ward line steamship Mexico had passed safely through the danger zone.

EUROPE.

AGENCIES wanted by discharged officer for hosiery, ladies' and gentlemen's; underwear, raincoats, mantles, costumes and all classes of manufactured goods for trade in Ireland after the war; good connection and experienced; first class references. State terms to Box 22, EASON & SON, Belfast, Ireland.

NEXT OF KIN OF DANIEL McALOON, DECEASED.

Pursuant to an Order of the Chancery Division of the High Court of Justice in Ireland made in the matter of the Estate of Daniel McAlloon deceased and in a cause "Hickett — v — McAlloon" (1917 No. 1109). The next of kin of said Daniel McAlloon deceased late of Clones in the County of Monaghan Ireland who formerly lived in the United States of America and especially his widow and children (if any) and the children (if any) of Arthur McAlloon his brother and also his Niece Bridget McAlloon are on or before Wednesday the 24th day of July 1918 to enter and prove their claims at the Chambers of the Right Honourable Mr. Justice O'Connor Four Courts Dublin Ireland or in default thereof they will be summarily excluded from the benefit of said Order. Thursday the 25th day of July 1918 at 11 o'clock in the forenoon at the said Chambers is appointed for hearing and adjudication on the claims. Dated this 8th day of May 1918. Thomas W. Eckerker, Chief Clerk. Henry Murphy, Solicitor for Plaintiff, 5 North Great George's Street, DUBLIN.

JUNE 6, 1918.

Dispatch

AMERICAN S. S. HERBERT L. PRATT SINKING



SINKING OF S. S. HERBERT L. PRATT.

© APPEL.

This is the first and exclusive photograph of the sinking of American ships by German U-boats off the American coast. The picture shows the sinking

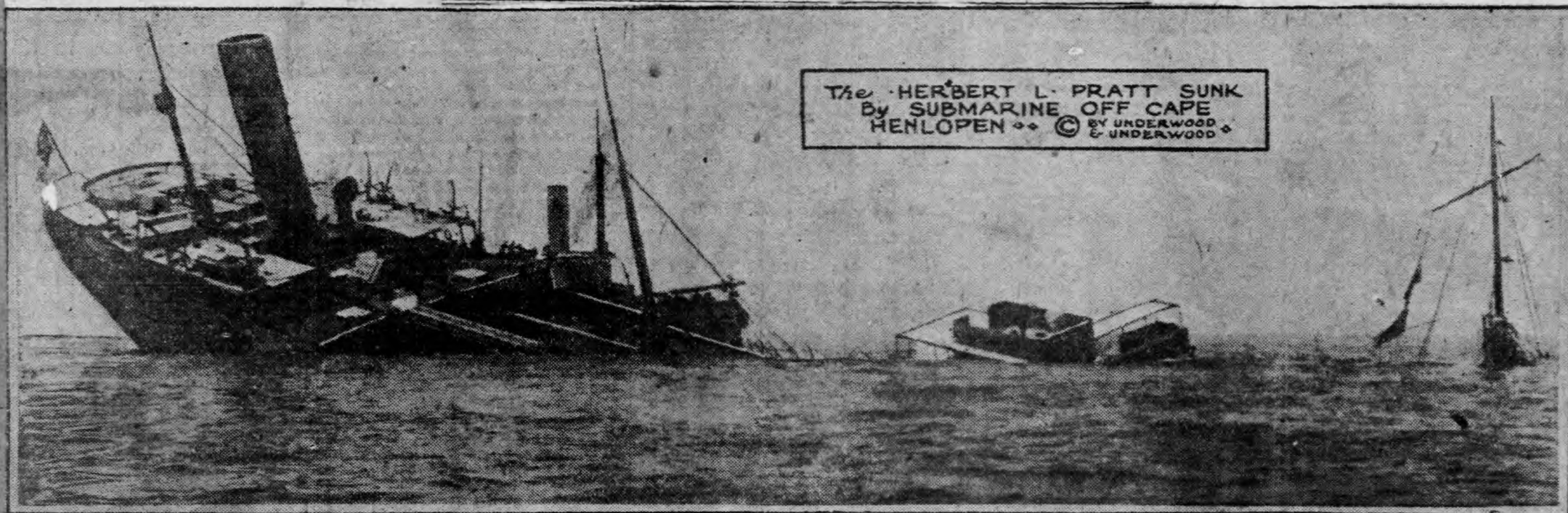
of the S. S. Herbert L. Pratt, which was torpedoed off Cape Henlopen, south-east of Lewes, Delaware. The vessel was about a mile off shore when struck

and managed to keep afloat and make her way toward shore, where she now sank with her stern high in the air. She was raised yesterday.

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Big Tank Steamship, Victim of U-Boat, but Now Refloated.

NEW YORK HERALD, THURSDAY, JUNE 6, 1918.



THE HERBERT L. PRATT SUNK
By SUBMARINE OFF CAPE
HENLOPEN ♦♦ © BY UNDERWOOD
& UNDERWOOD ♦♦

The above picture shows the tank steamship Herbert L. Pratt, of the Standard Oil Company, lying in shallow water off the Delaware coast. Her bridge and most of the stern were left above water. The bow was buried in the soft mud. The Pratt, the largest of the freight carrying vessels, was torpedoed by one of the U-boats that is preying upon coastwise shipping. As soon as she was struck her captain pointed her bow, which was filling with water, toward the coast and succeeded in running her aground on a shoal off Cape Henlopen. She has since been floated and was towed into an Atlantic port, where she will be repaired.

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Big Tank Steamship, Victim of U-Boat, but Now Refloated.

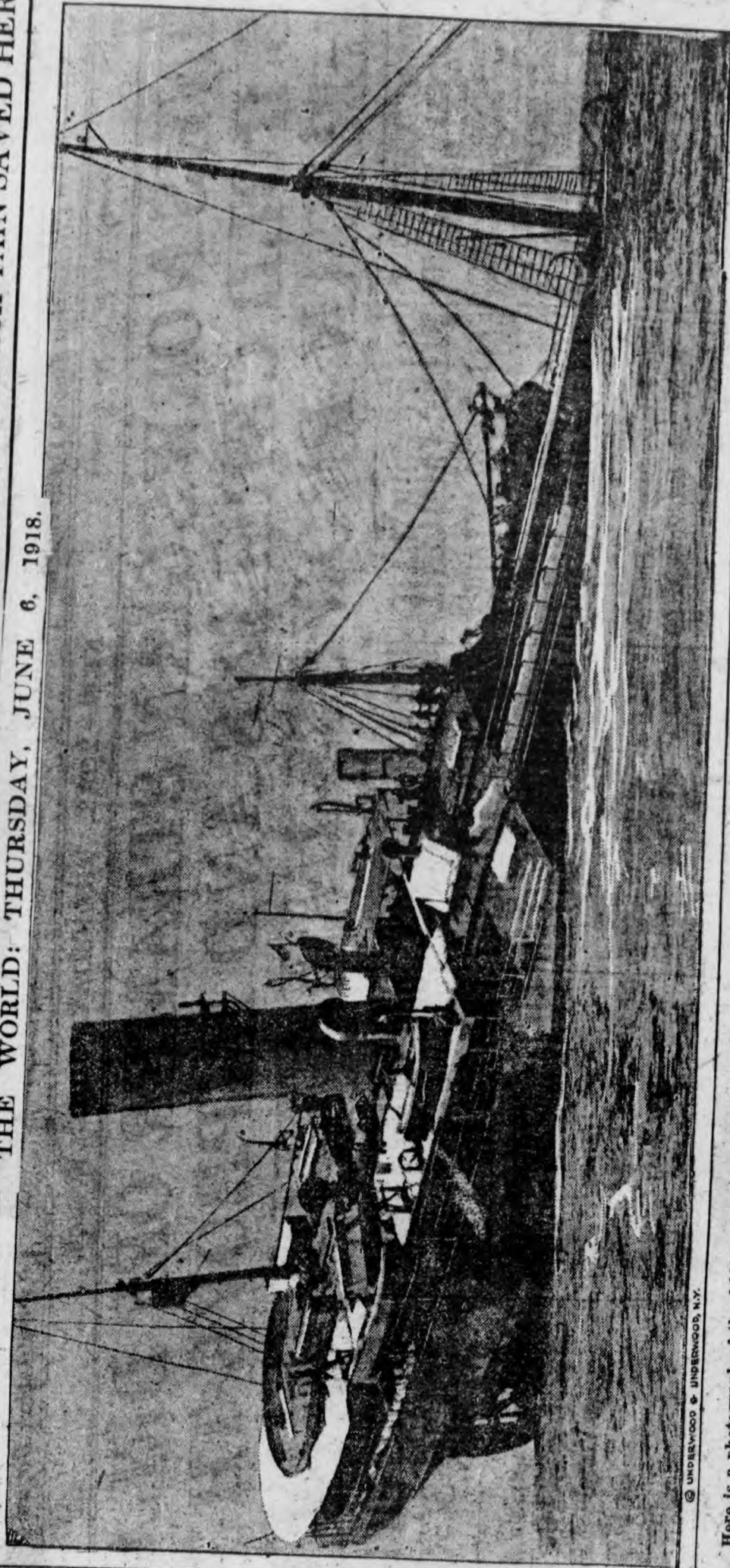
NEW YORK HERALD, THURSDAY, JUNE 6, 1918.



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BIG TANKER, VICTIM OF U BOAT RAID, AS SHE LAY ON BEACH WHERE CAPTAIN SAVED HER

THE WORLD: THURSDAY, JUNE 6, 1918.

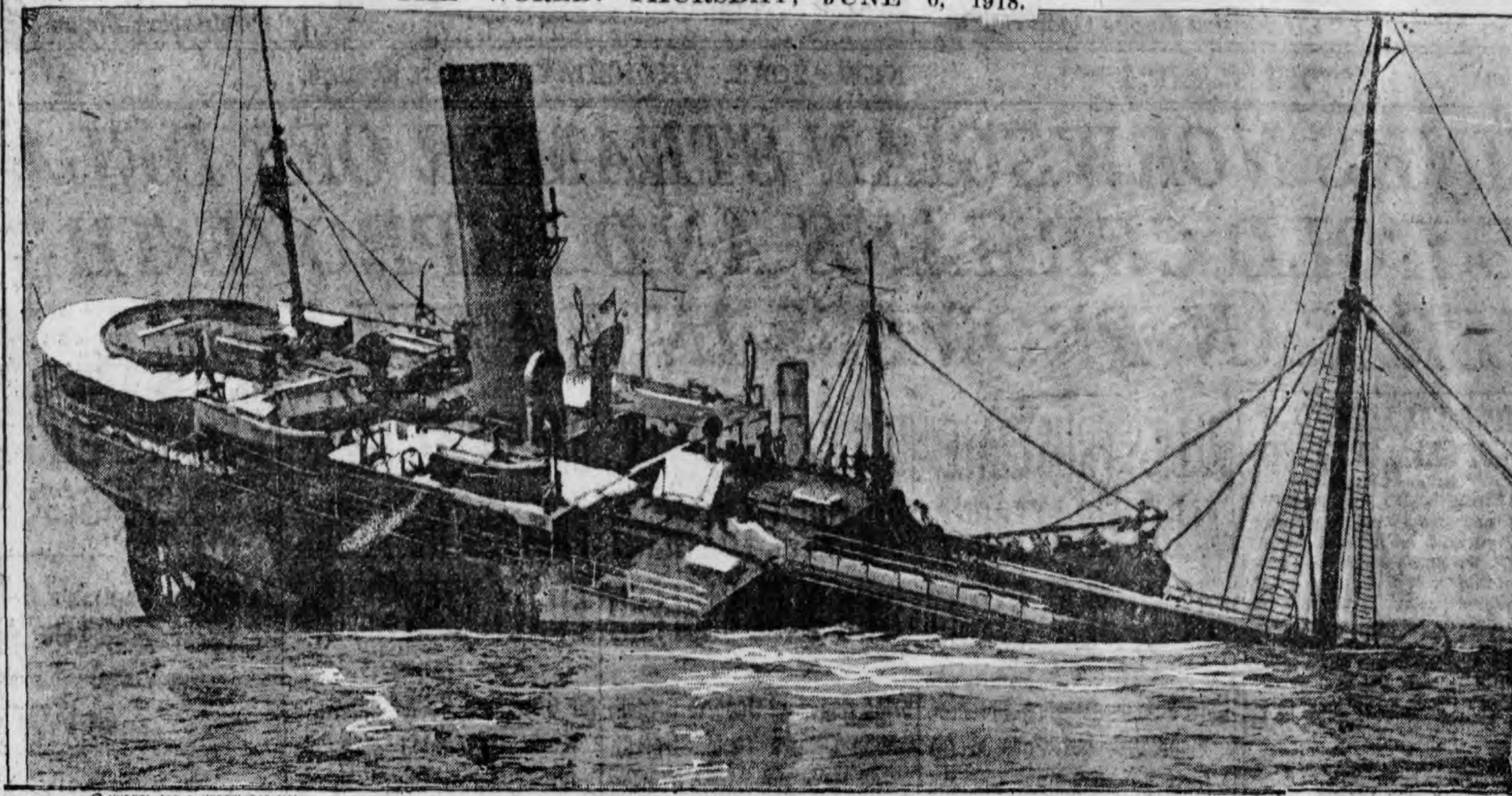


Here is a photograph of the 6,000-ton tanker Herbert L. Pratt as she looked after she was damaged, supposedly by striking a mine sowed by a U boat. She was first reported to have been sunk by bombs, but naval officials now believe a mine did the damage. The Pratt has been raised and has been towed into port, and it is expected that before long she will be carrying oil again and defying U boats and mines alike. She hails from Philadelphia and was bound from Tampico to Philadelphia.

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HUDSON DISPATCH, JUNE 15, 1918.

Crew of Transport Sang As The Ship Was Going Down

"Hail, Hail, the Gang's All Here"
and National Anthem,
Their Choices.

HOW THE BIG SHIP WAS ATTACKED AND SUNK

Louis Fourguignon, of 4993 Boulevard, who arrived home on Wednesday, after having been rescued when the transport President Lincoln was torpedoed and sunk on May 31, related his experiences yesterday from the time the ship was struck until the crew was safely landed in a French port, wither they were taken by United States destroyers.

"The ship was hit three times," he said, "twice in the bow and once in the stern. She was struck at three minutes before nine in the morning and sank at 9:17. The submarine came to the surface and remained there two hours with her guns trained on us most of the time. The commander was very anxious to find out where our captain was. The members of our crew refused to answer these questions and replied that the captain had gone down with the ship. All of the officers were given the men's uniforms, but one Lieutenant would not change his and was made prisoner by the Germans.

"The commander of the U-boat next called one of our crew on board and took him below decks. There he was given cognac and coffee in the effort to extract information from him. He evaded these queries by telling them that it was his first trip and that he knew nothing about the ship's destination.

"The submarine kept at the life-boats and life-rafts 12 hours and kept her guns pointed at us nearly all of that time. She had a 5-inch gun at her bow and a 3-inch gun in the stern. She was about 250 feet long. One of the crew said he saw 'C-10-11' painted on the side of the submarine. On the way to port one sank a submarine, using three depth bombs.

"While the Lincoln was sinking we sang, 'Hail, Hail, the Gang's All Here,' and 'The Star Spangled Banner.' It was more like an excursion than anything else. We were on the rafts for 18 hours. Twenty-three out of the crew of 715 were lost as well as three officers who were drowned and the lieutenant who was captured.

"The crews of the destroyers treated us fine, giving us their clothes and permitting us to have anything we wanted.

"After arriving at port, the crew of the President Grant, sister ship of the Lincoln, collected \$650, \$400 of which was invested in tobacco and cigarettes for us and the remainder in cash was turned over to us. She left France before we did, and while leaving the port her crew cheered us until she was out of sight.

Throughout the entire trip perfect order maintained among all of our crew. The gun crew fired at the submarine almost until the Lincoln went down. This was my fifth trip across. On the second trip I met an uncle and cousin in Paris."

Fourguignon's parents will give a reception in his honor tonight at Fromchen's Hall, Union street and New York avenue. All of his friends are welcome to attend.

Current Events
June 14/18

The Launch of the Agawam

The first of the "fabricated" or "standardized" freight vessels has been launched at Newark Bay, N. J., and named the Agawam. The name was selected by Mrs. Woodrow Wilson, who is partial to Indian names. Agawam meant Long Meadow, or something to that effect. It was the Indian word for the site of Springfield, Mass., and is still the name of one adjoining town, while its translation, Longmeadow, is the name of another. In the Civil War there was a naval vessel named Agawam, the first vessel to be commanded by Lieutenant George Dewey, afterwards Admiral Dewey.

World June
17/18

VESSELS SUNK BY U BOATS OFF COAST SINCE MAY 25

With the destruction of the Norwegian barks Samoa and Kringsjaa off Virginia, the following nineteen vessels have been confirmed as sunk off the American coast since the U boat raids started on May 25. Of the list of steamships the Carolina is the only passenger liner, the others being freighters.

Steamships.	Tonnage.
American, Carolina	5,093
American, Texel	3,210
American, Pinar del Rio	2,504
American, Winneconne	1,869
British, Harpathian	4,538
Norwegian, Henrik Lund	4,322
Norwegian, Vindeggen	3,179
Norwegian, Eldsvold	1,570
Norwegian, Vinland	1,143
Schooners.	
American, Edward H. Cole	1,791
American, Jacob M. Haskell	1,778
American, Hauppauge	1,500
American, Desauss	1,000
American, Samuel C. Mengel	915
American, Isabel B. Wiley	776
American, Hattie Dunn	436
American, Edward R. Baird Jr.	279
Norwegian bark Kringsjaa	1,750
Norwegian bark Samoa	1,133

Recapitulation:

Steamships sunk, 9. Tonnage, 27,478.

Sailing vessels sunk, 10; tonnage, 11,363.

Total tonnage destroyed, 38,841.

American steamships sunk, 4; tonnage, 12,676.

American sailing vessels sunk, 6; tonnage, 8,475.

Total American vessels destroyed, 12; tonnage, 21,151.

The American tank steamship Herbert L. Pratt was mined or torpedoed, but reached port, and the American schooner Edna, bombed, was towed into port.

Even. World 19/18

How Our Torpedo Boats Got Their Names

By Henry Collins Brown

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The Wadsworth

THE name of this boat recalls one of the most tragic as well as the most daring exploits during our war with Tripoli in 1804, a campaign which was marked by many brilliant though sometimes reckless attempts to harass the enemy. The adventure recalled by the names of the Somers and Wadsworth is one of the finest in the annals of the navy and at the same time one of the most melancholy.

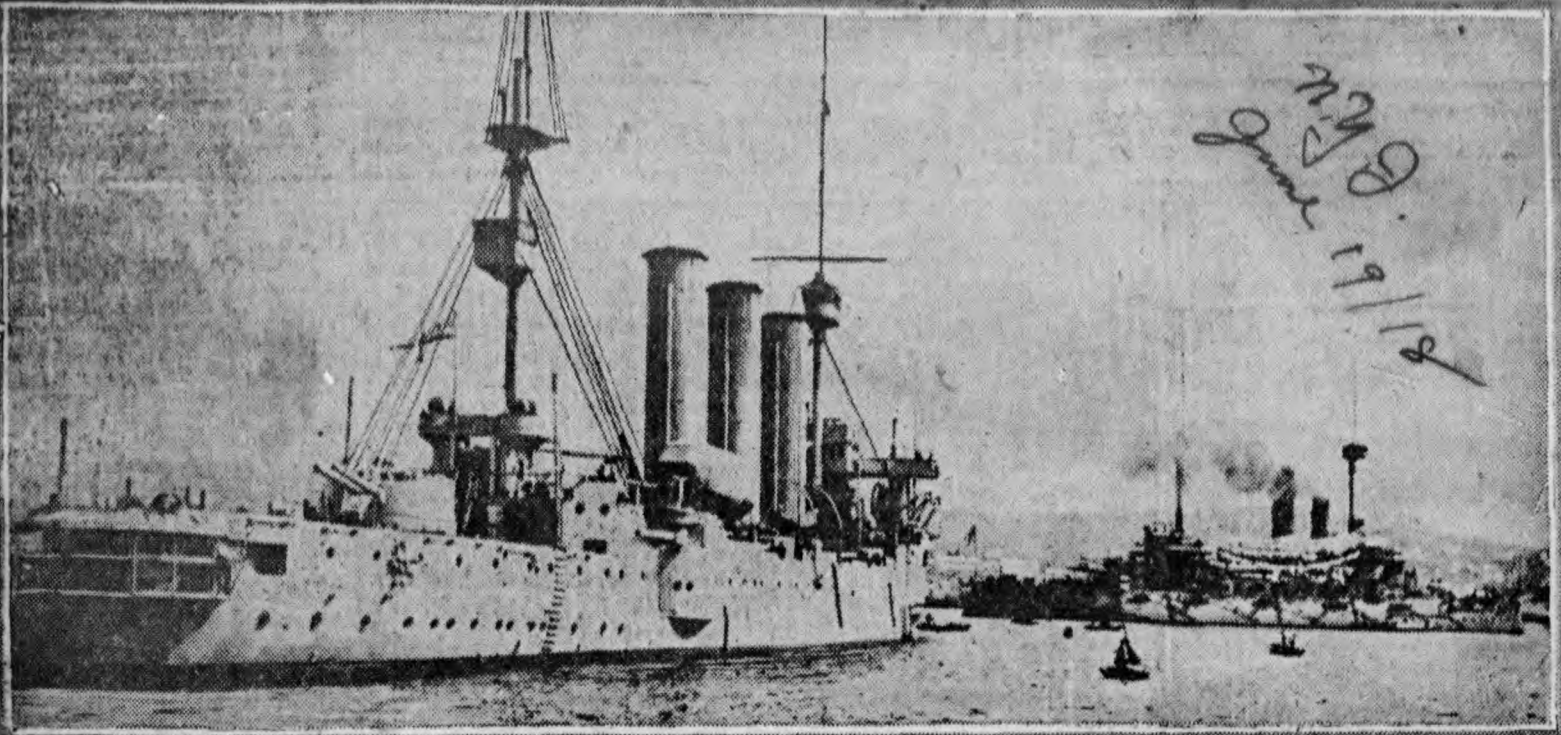
It was decided to send into the harbor of Tripoli a fire boat for the purpose of blowing up the ships there and shattering the flimsy structures in town. A small boat named the Wadsworth, captured some time previously from the enemy, was loaded with a hundred barrels of powder. About 150 loaded shell fuses were laid to the explosives and timed to burn fifteen minutes.

Capt. Somers of the Nautilus, assisted by Lieut. Wadsworth of the Constitution, was in charge of the

expedition. They were provided with two rowboats to make their escape.

In some manner never explained the fire ship had just about reached her intended anchorage, when she exploded with a terrific report. The ships which had accompanied the fire boat into the harbor and which had stayed outside to receive the brave lads who piloted the Intrepid to her anchorage saw no sign of them. The supposition is that the Americans were surprised and surrounded. Seeing escape cut off, they evidently decided to blow up the boat rather than let the enemy capture such a valuable lot of ammunition and take so many prisoners. Not a man came back from this expedition. After the war a monument to the memory of these brave young fellows was erected in the grounds of the United States Naval Academy at Annapolis, bearing the names of Somers and Wadsworth, who commanded, and of their four Lieutenants, Caldwell, James Decatur, Israel and Dorsey.

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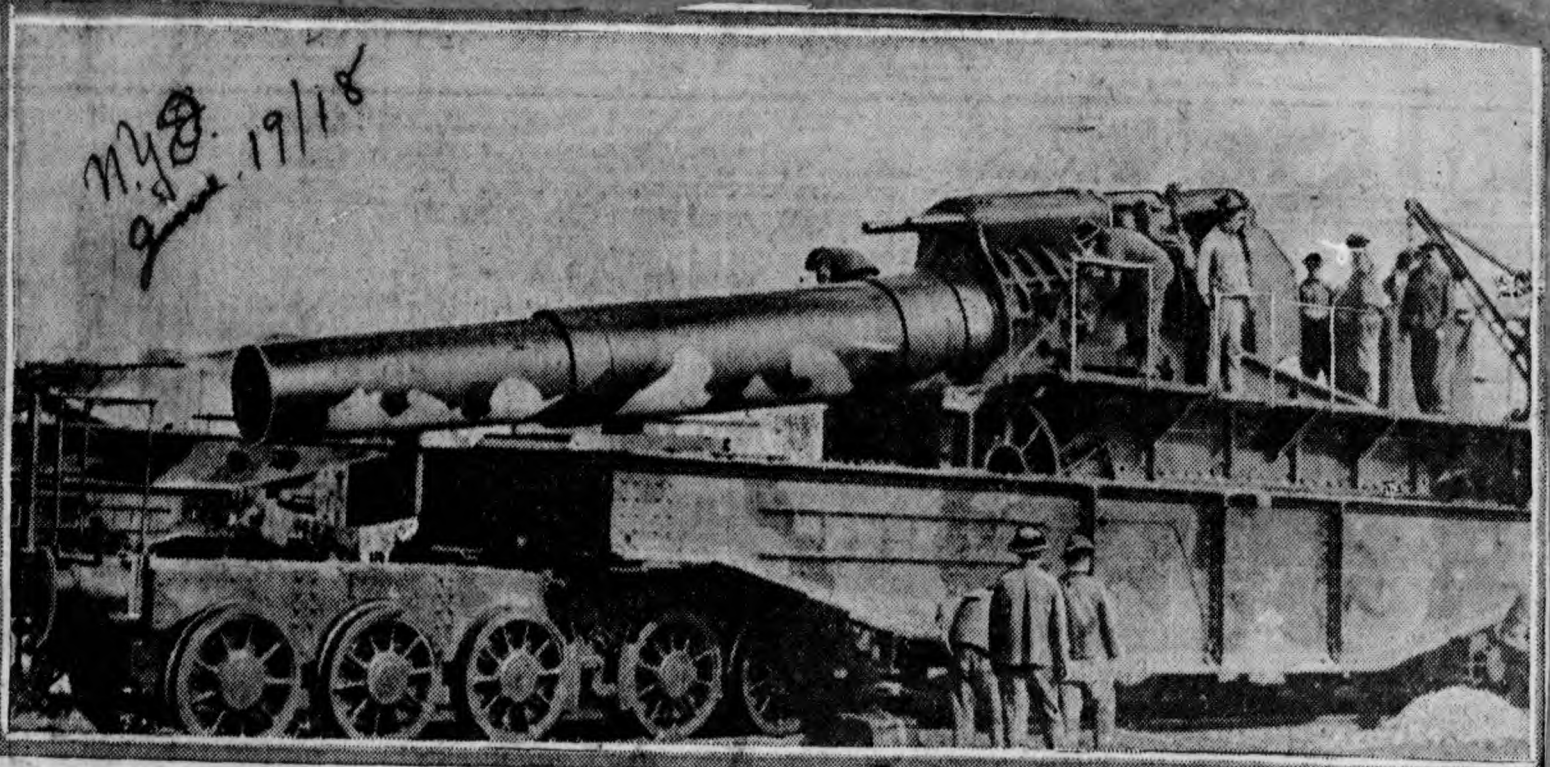


BRITISH AND JAP SEA FIGHTERS ON GUARD

Photo by Underwood and Underwood.

Japanese and British war vessels are shown here at the port of Vladivostok. The Japanese battleship seen in the distance has just landed troops to aid in the preservation of order and the pro-

tection of stores and munitions for the Russian Government, supplied before the collapse of the Kerensky regime by the United States.



HELPING BEAT BACK THE INVADERS

Photo by International.

Armored trains are being used more and more by the French forces in stemming the desperate German thrusts toward Paris. Some of these trains are mounted with regular "battleship" guns

and are moving forts of tremendous formidability. The weapon shown in this photo is a 400-millimetre affair. Incidentally it—like many others—is manned by American Coast Defense gunners.

U. S. WILL LAUNCH 93 NEW SHIPS, CARRYING 465,186 TONS, ON JULY 4

Independence Day to Be Marked
With the Greatest Number of
"Splashings" Ever Recorded
in World's History.

MANY NAVY VESSELS ALSO
ARE TO LEAVE THE WAYS.

Triple Events Scheduled for
Both the Atlantic and Pacific
Coasts—Big Freighter to Go
Overboard in New York.

Ninety-three ocean-going vessels
flying the American flag are expected
to take the water Thursday in the
great Independence Day "splashing"
planned by the Shipping Board.
(Berlin papers please copy.)
They will have a carrying capacity
of 465,186 tons. Forty-one will be
steel vessels and fifty-two wooden.

How staggering are these figures
may be conveyed to the lay mind only
by comparison. They exceed by 74,550
tons the launchings for the entire
year 1901, the record pre-war year in
American shipbuilding. The total
tonnage under the American flag two
years ago to-day was 2,412,381, and
much of it was not in deep-sea ser-
vice.

When word was sent to the ship-
yards suggesting increased efforts to
make the Fourth of July the greatest
launching day in the history of the
world, the idea was that a score of
vessels might be sent down the ways
that day. It was stipulated that no
ships were to be held back for the
celebration.

Telegrams instantly began pouring
into the Shipping Board offices in
Washington.

Builders Respond Quickly.
"You can count on us for a ship,"
read one of the first received. "We'll
produce two," was the wording of
another, and three builders set about
to have triple launchings.

Most of the yards in the country
quickly promised one or more and the
prospects jumped over the score mark
to two score and then three score. The
total of ninety-three appears to be the
minimum assured—and these are all
cargo vessels or transports—exclu-
sive of naval vessels and small craft.

In many of the yards shifts of men
are working twenty-four hours a day.
No section of the country is failing to
put forth a mighty effort. East, West,
South and North are striving to the
utmost to respond to the suggestion
that a historic mark in America's war
programme be established on July 4.

The steel tonnage to be launched is
279,386, and the wooden 185,200. The
ships will be divided as follows.

	Steel	Wooden
East or Atlantic seaboard	12	13
Gulf coast	1	14
Great Lakes	11	—
West coast	17	26

Two Triple Launchings.

The largest vessel will be the 12,500
ton William Penn, a cargo carrier
building at the yard of the Pennsylva-
nia Shipbuilding Company, in Glouces-
ter, N. J. Next to her will be the 12-
000 ton Challenger at the yard of the
Bethlehem Shipbuilding Corporation's
Union Plant, formerly the Union Iron
Works, in Alameda, Cal., across the
bay from San Francisco. Third in
size are a trio at the Bethlehem Com-
pany's Union Plant in San Francisco,
where Charles M. Schwab, Director
General of the Emergency Fleet Cor-
poration, will attend a triple launch-
ing. They are 11,800 ton cargo ves-



HERE ARE THE SHIPS TO BE FLOATED JULY 4 IN GREATEST LAUNCHING OF ALL HISTORY

Following is a list of the ships which are expected to be launched on Thursday:

STEEL VESSELS.

Builder.	Name of Ship and Type.	Tons.
Eastern Yards.		
Standard Shipbuilding Corporation, Shooters Island, N. Y.	Morristown, cargo	7,300
Submarine Boat Corporation, Newark	Alamosa, cargo	5,500
Submarine Boat Corporation, Newark	Alcona, cargo	5,500
Submarine Boat Corporation, Newark	Chetopa, cargo	5,500
The Texas Company, Bath, Me.	Sagadahoc, cargo	9,500
Wm. Cramp & Sons Ship & Eng. Bldg. Co., Philadelphia	Santa Teresa, transport	4,986
Pennsylvania Shipbuilding Co., Gloucester, Pa.	Brandywine, tanker	7,000
Pennsylvania Shipbuilding Co., Gloucester, Pa.	William Penn, cargo	12,500
New York Shipbuilding Corporation, Camden, N. J.	Scanlon, cargo	8,100
Bethlehem Shipbuilding Corporation (Narlan Plant), Wilmington, Del.	(Number 457), cargo	3,500
Pusey & Jones, Wilmington, Del.	War Compass, cargo	4,000
Baltimore Dry Dock & Shipbuilding Co., Baltimore	Naiwa, cargo	8,800
Gulf Yards.		
Tampa Shipbuilding Co., Tampa, Fla.	Everglades, cargo	3,500
Great Lakes.		
American Shipbuilding Co., Cleveland, O.	Lake Gedney, cargo	3,550
American Shipbuilding Co., Lorain, O.	Lake Garza, cargo	3,550
Chicago Shipbuilding Co., Chicago, Ill.	Lake Berdan, cargo	3,550
Detroit Shipbuilding Co., Wyandotte, Mich.	Lake Ormac, cargo	3,550
Jarrett Shipbuilding Co., Superior, Wis.	Lake Borgne, cargo	3,500
McDougall-Duluth Shipbuilding Co., Duluth, Wis.	Lake Indian, cargo	3,100
Manitowoc Shipbuilding Co., Manitowoc, Wis.	Lake Winthrop, cargo	3,400
Great Lakes Engineering Works, Ashtabula, O.	Lake Pleasant, cargo	3,300
Great Lakes Engineering Works, Ecorse, Mich.	Lake Janet, cargo	3,300
Great Lakes Engineering Works, Ecorse, Mich.	Lake Pearl, cargo	2,300
Saginaw Shipbuilding Co., Saginaw, Mich.	Lake Benona, cargo	3,500
Pacific Coast.		
Bethlehem Shipbuilding Corp. (Union Plant), San Francisco, Cal.	Independence, cargo	11,800
Bethlehem Shipbuilding Corp. (Union Plant), San Francisco, Cal.	Victorious, cargo	11,800
Bethlehem Shipbuilding Corp. (Union Plant), San Francisco, Cal.	Defiance, cargo	11,800
Hanlon Dry Dock & Shipbuilding Co., Oakland, Cal.	Major Wheeler, cargo	5,500
Bethlehem Shipbuilding Corp. (Union Plant), Alameda, Cal.	Challenger, cargo	12,000
Moore & Scott Shipbuilding Co., Oakland, Cal.	Yamhill, refrigerating	9,400
Moore & Scott Shipbuilding Co., Oakland, Cal.	Yaquina, refrigerating	9,400
Moore & Scott Shipbuilding Co., Oakland, Cal.	Guimba, refrigerating	9,400
Los Angeles Shipbuilding & Dry Dock Co., Los Angeles, Cal.	West Galea, cargo	8,800
Los Angeles Shipbuilding & Dry Dock Co., Los Angeles, Cal.	West Zula, cargo	8,800
Western Pipe & Steel Co., San Francisco, Cal.	Nantahala, cargo	8,800
J. F. Duthie & Co., Seattle, Wash.	Western Star, transport	8,800
Columbia River Shipbuilding Corp., Portland, Ore.	Western Comet, cargo	8,800
Todd Dry Dock & Construction Corp., Tacoma, Wash.	Puget Sound, cargo	7,500
Seattle Construction & Dry Dock Co., Seattle, Wash.	Delight, cargo	7,500
Skinner & Eddy Corp., Seattle, Wash.	West Gambo, cargo	8,800
Skinner & Eddy Corp., Seattle	—, cargo	8,800

WOODEN VESSELS.

Eastern Yards.		
Johnson Shipyards Corp., Mariners Harbor, N. Y.	Aowa, cargo	3,500
The Foundation Co., Kearny, N. J.	Congaree, cargo	3,500
The Foundation Co., Kearny, N. J.	Coweta, cargo	3,500
Groton Iron Works, Noank, Conn.	Daloto, cargo	3,500
Portland Ship Ceiling Co., Portland, Me.	Okeas, cargo	3,500
Kelly-Spear Co., Bath, Me.	Columbine, cargo	3,500
Cumberland Shipbuilding Co., Portland, Me.	Cumberland, cargo	3,500
Cumberland Shipbuilding Co., Portland, Me.	Falmouth, cargo	3,500
L. H. Shattuck, Inc., Portsmouth, N. H.	Croton, cargo	3,500
L. H. Shattuck, Inc., Portsmouth, N. H.	Cruso, cargo	3,500
Traylor Shipbuilding Co., Cornwells, Pa.	Alapaha, cargo	3,500
Traylor Shipbuilding Co., Cornwells, Pa.	Buhisan, cargo	3,500
Gulf Yards.		
Tampa Dock Co., Tampa, Fla.	Agria, cargo	3,500
Jahncke Shipbuilding Co., Inc., Madisonville, La.	Bayou Teche, cargo	3,500
Dierks-Blodgett Shipbuilding Co., Pascagoula, Miss.	Belair, cargo	3,500
Alabama Dry Dock & Shipbuilding Co., Mobile, Ala.	Banago, cargo	3,500
Hodge Shipbuilding Co., Inc., Moss Point, Miss.	Alpaca, cargo	3,500
Dantzer Shipbuilding & Dry Dock Co., Moss Point, Miss.	Buone, cargo	3,500
Mobile Shipbuilding Co., Mobile, Ala.	Balline, cargo	3,500
Southern Dry Dock & Shipbuilding Co., Orange, Tex.	Arenac, cargo	3,500
National Shipbuilding Co., Orange, Tex.	Beechland, cargo	4,700
Universal Shipbuilding Co., Houston, Tex.	Banicaa, cargo	3,500
McBride & Law, Beaumont, Tex.	Quapaw, cargo	3,500
Union Bridge & Construction Co., Morgan City, La.	Amoron, cargo	3,500
Lone Star Shipbuilding Co., Beaumont, Tex.	Arado, cargo	3,500
Midland Bridge Co., Houston, Tex.	Katonah, cargo	3,500
Pacific Coast.		
Fulton Shipbuilding Co., Wilmington, Cal.	Mono, cargo	3,500
Allen Shipbuilding Co., Seattle, Wash.	Sosworth, cargo	3,500
Grant-Smith-Porter-Guthrie Co., Aberdeen, Wash.	Wihaha, cargo	3,500
Grant-Smith-Porter Co., Portland, Ore.	Itanca, cargo	3,500
Grays Harbor Motor Ship Corp., Aberdeen, Wash.	Brompton, cargo	4,000
Grays Harbor Motor Ship Corp., Aberdeen, Wash.	Broncho, cargo	4,000
Meacham & Babcock, Salmon Bay, Wash.	Daca, cargo	3,500
Meacham & Babcock, Seattle, Wash.	Wayucan, cargo	3,500
Nilson & Kelez, Seattle, Wash.	Forster, cargo	3,500
Pacific American Fisheries, South Bellingham, Wash.	Blythedale, cargo	3,500
Sanderson & Porter, Willapa Harbor, Wash.	Kenosha, cargo	3,500
Seaborn Shipyards Co., Tacoma, Wash.	Chimo, cargo	3,500
Sloan Shipyards Corp., Seattle, Wash.	Sewickly, cargo	3,500
Tacoma Shipbuilding Co., Tacoma, Wash.	Coloma, cargo	3,500
Tacoma Shipbuilding Co., Tacoma, Wash.	Fassett, cargo	3,500
Wright Shipyards, Tacoma, Wash.	Gourneville, cargo	3,500
G. M. Standifer Construction Corp., Portland, Ore.	Umatilla, cargo	3,500
Peninsula Shipbuilding Co., Portland, Ore.	Braeburn, cargo	4,000
Coast Shipbuilding Co., Portland, Ore.	Cahesa, cargo	3,500
McEachern Ship Co., Astoria, Ore.	Benvela, cargo	3,500
Grant-Smith-Porter Co., St. Johns, Ore.	Necelah, cargo	3,500
Sommerstrom Shipbuilding Co., Columbia City, Ore.	Wanzu, cargo	3,500
Wilson Shipbuilding Co., Astoria, Ore.	Benifay, cargo	3,500
Supple & Ballin, Portland, Ore.	Airlie, cargo	4,000
Geo. F. Rodgers & Co., Astoria, Ore.	Blue Eagle, cargo	3,500
St. Helens Shipbuilding Co., St. Helens, Ore.	Colindo, cargo	3,500

**American Hospital Ship That May Be Armed
Since Germans Sank Canadian Mercu Vessel**

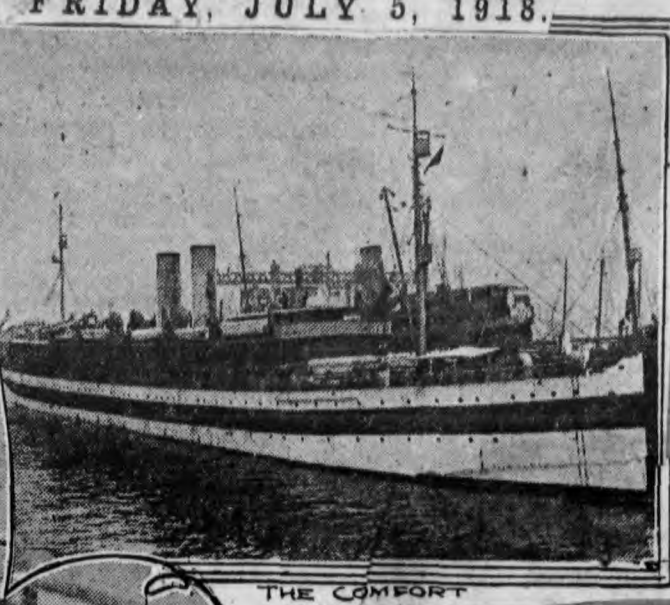
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WORLD, FRIDAY, JULY 5, 1918.



CHARLES
MALDEN
OMAN
COMMANDING
OFFICER

PHOTOS BY
WESTERN NEWSPAPER
UNION SER.

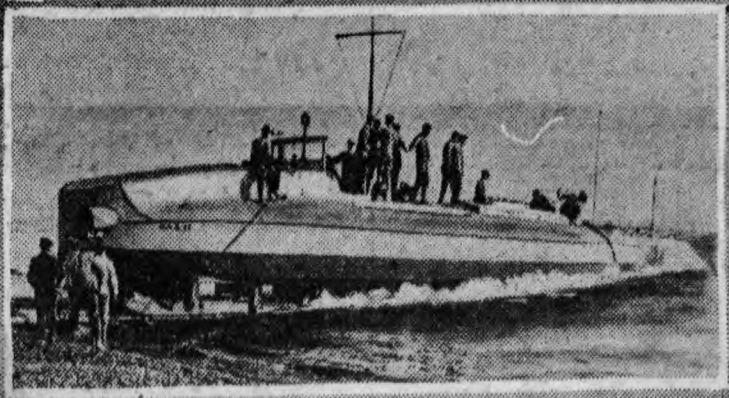


THE COMFORT

WAR'S MOST DARING EXPLOIT.

Journal

SATURDAY, JULY 6, 1918



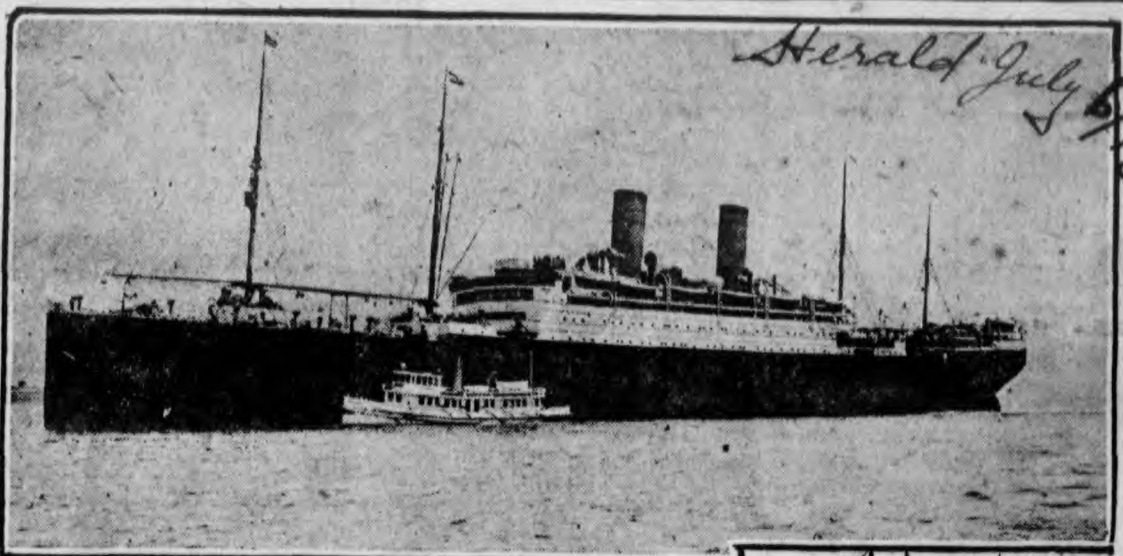
©1918 by Munn & Co. From THE SCIENTIFIC AMERICAN

Daringly evading a screen of destroyers and intricate harbor fortifications, two small Italian torpedo motor boats recently sank two of the largest dreadnoughts of the Austrian Navy in Trieste harbor. The upper picture shows the sinking of the two battleships, while the lower picture shows the type of craft which performed the amazing exploit.

Drawing by C. McKnight Smith

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SIX MEN MISSING FROM TROOP SHIP TORPEDOED WITHOUT WARNING IN WAR ZONE WHILE UNDER CONVOY



Herald July 6/18

HAMBURG-AMERICAN CINCINNATI

THE TRANSPORT HENDERSON AFIRE, BUT REACHES PORT

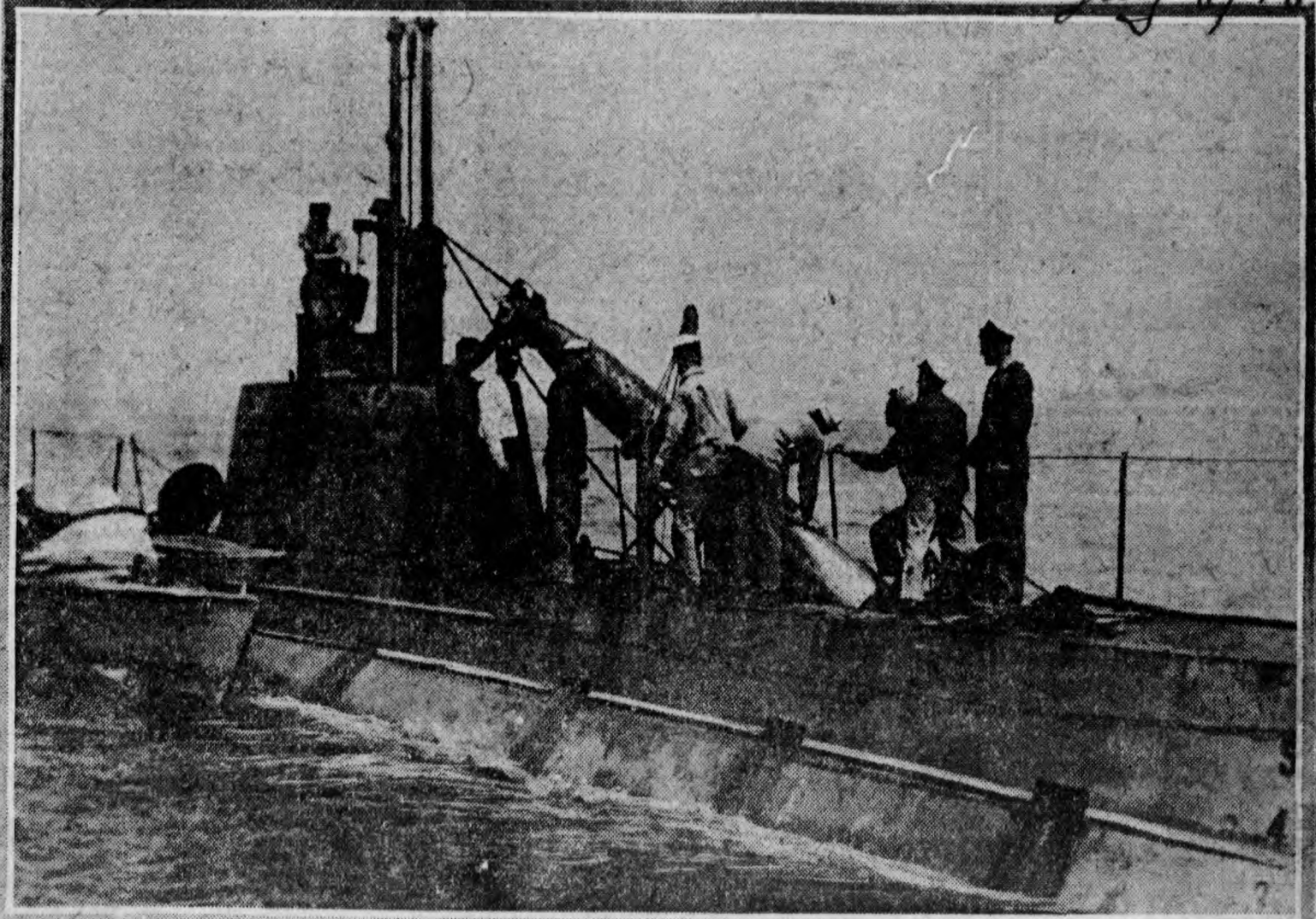
WASHINGTON, D. C., Friday.—The United States army transport Henderson has been afire at sea, but has reached an Atlantic port in safety. There was no loss of life.

Few details could be had at the Navy Department to-night, but it was said that the vessel was not badly damaged. It was not made known whether the Henderson was outbound or homeward bound, nor was there any information as to how the fire occurred.

Even Sun

AMERICAN SUBMARINE GETTING READY TO HUNT U-BOATS.

July 8/18

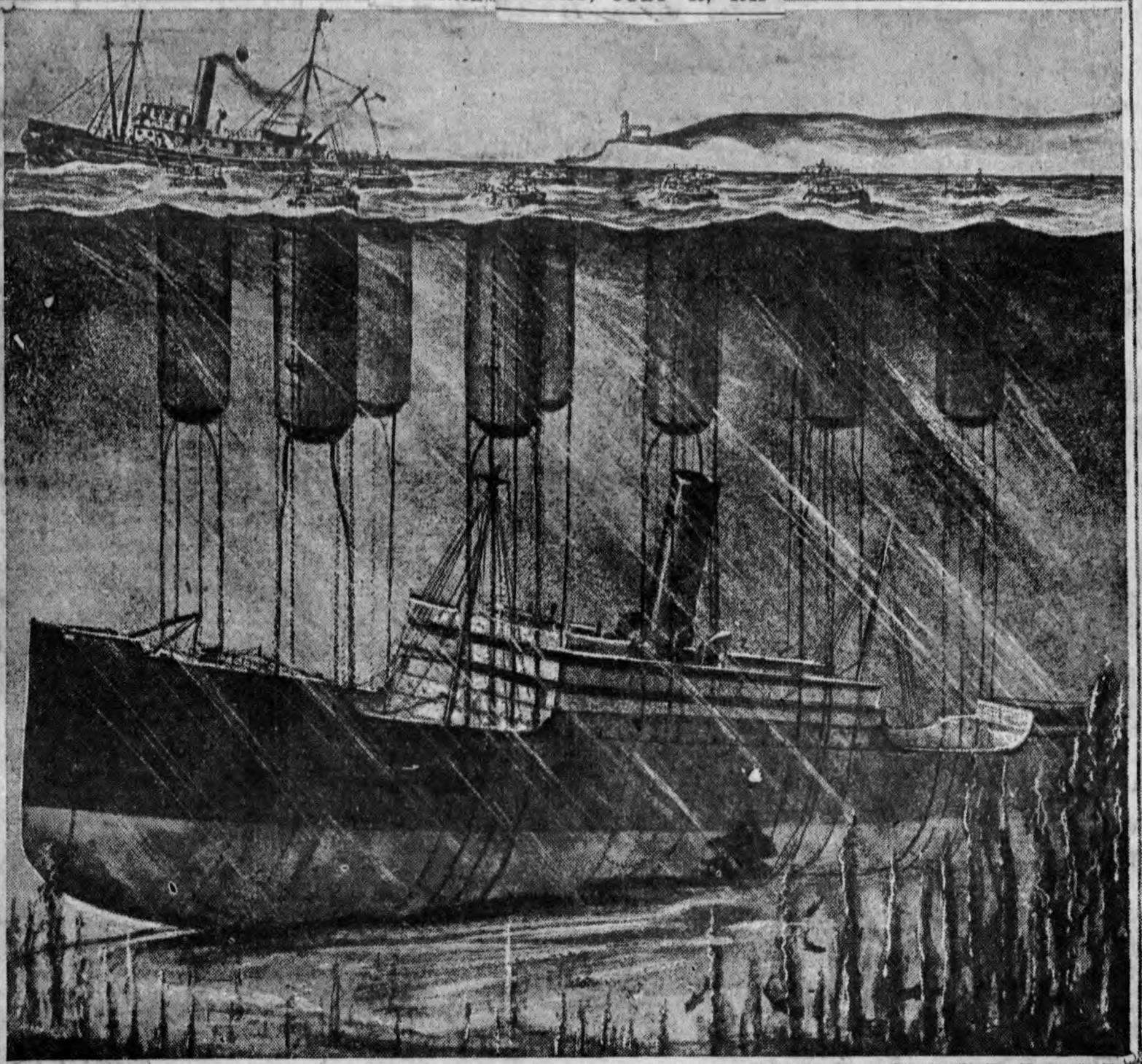


Taking a torpedo on one of Uncle Sam's underwater fighters.

Copyright, Kadel & Herbert.

VERTICAL PONTOONS NOW USED TO 144 SALVAGE SUNKEN SHIPS

JOURNAL FRIDAY, JULY 19, 1918



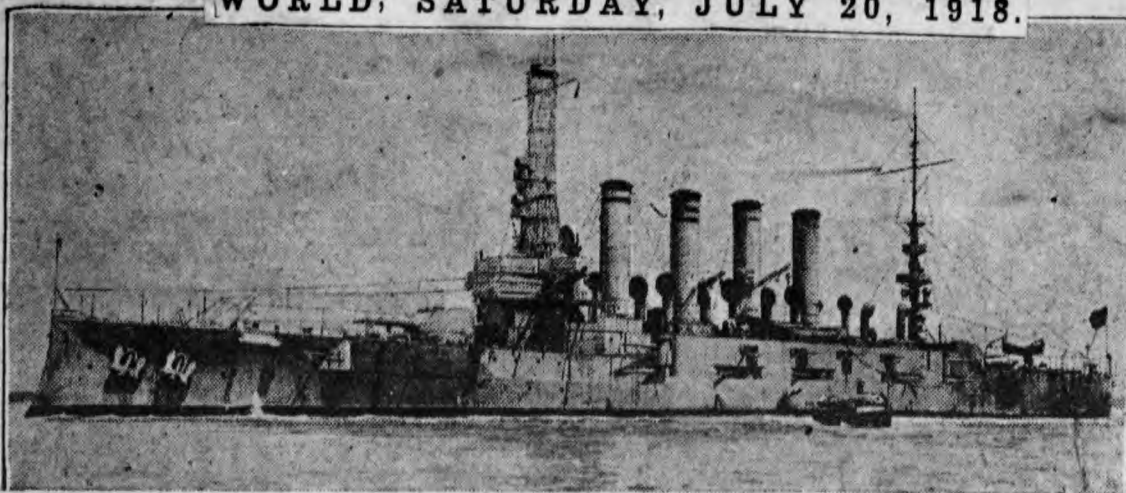
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The accompanying illustration shows the proposed method by which it is believed many of the vessels sunk by enemy submarines can be salvaged and restored to service under the various flags of

their owners. The illustration shows the salvaging of a ship by means of vertical pontoons. Note the careful arrangement of wire-rope hawsers to prevent injury to the submerged hull.

U. S. Cruiser San Diego, Sunk Off Fire Island; Formerly the Old-Line Battleship California

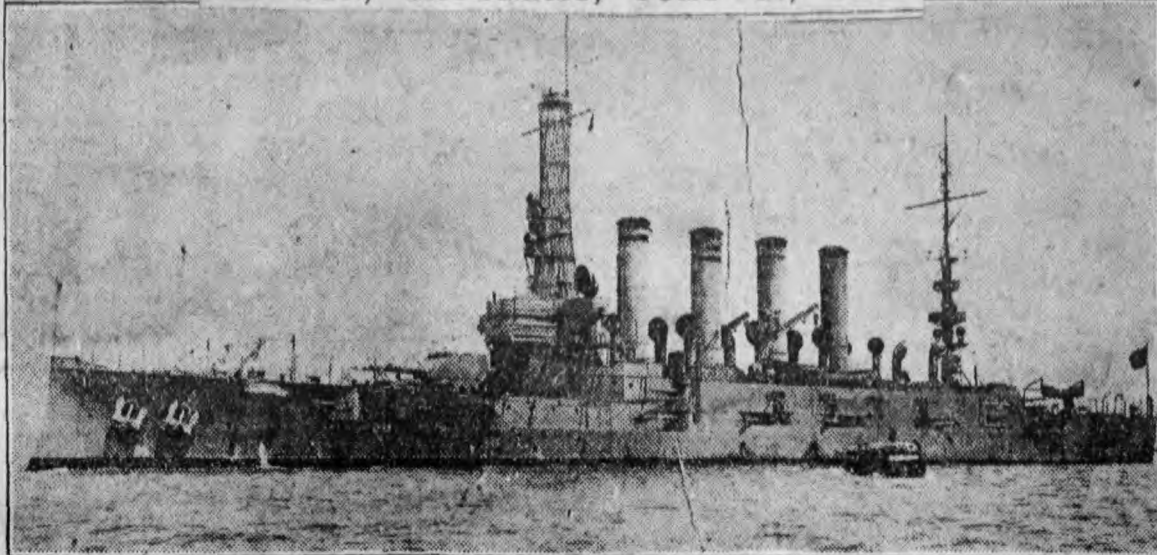
WORLD, SATURDAY, JULY 20, 1918.



Copyright by Enrique Muller.

U. S. Cruiser San Diego, Sunk Off Fire Island Yesterday

THE SUN, SATURDAY, JULY 20, 1918.



Copyright, 1918, by Enrique Müller.

SAN DIEGO SUNK OFF FIRE ISLAND



Map of waters where cruiser was sunk.

Times

AUGUST 6, 1918.

DECIDE MINE SANK CRUISER SAN DIEGO

Naval Court of Inquiry Holds
Loss of Ship Was Not Due to
Negligence or Inefficiency.

LAUDS CAPTAIN AND CREW

Finds He Was Properly Executing
Orders When Disaster Occurred
and Was the Last to Leave Ship.

Special to The New York Times.

WASHINGTON, Aug. 5. — The Naval Court of Inquiry appointed to investigate the loss of the American armored cruiser San Diego off the coast of Long Island is of the opinion that the vessel was sunk by a mine. The conclusions reached by the board were given out as follows:

"The court is of the opinion that the loss of the United States ship San Diego was due to an external explosion of a mine.

"That the loss of the ship, loss of life, and injury to personnel incurred was in no way due to any negligence, failure to take proper precautions, or inefficiency of the Captain, or any of the personnel of the ship. That the loss of life and injury to personnel was incurred in the line of duty and in no way due to their own conduct.

"That at the time of the disaster and thereafter, the conduct of the Captain, officers, and crew was in the highest degree commendable, and that the remarkable small loss of life was due to the high state of discipline maintained on board.

"That no officer should be held responsible for the loss of funds or property for which he was unaccountable, and that no further proceedings should be held in the case."

The Court in its report reviews the main points in the testimony as follows:

"The U. S. S. San Diego, under the command of Captain H. H. Christy, was making passage from Portsmouth, N. H., to New York, N. Y., at or about 11:05 A. M., July 19, 1918; she was in approximate latitude 40 degrees 30 min-

utes north, longitude 73 degrees west, on base course 304 true, and zigzagging by an approved plan, speed 15 knots.

"The Captain was steering a safe and proper course at the time to minimize the submarine and mine dangers in those waters. A careful inspection watch had been maintained while last coaling the ship to prevent the introduction of any foreign matter in the coal bunkers. All lookouts, gun watches, fire control parties, &c., as prescribed by the "Orders for Ships in Convoy" of the commander of the cruiser and transport force, were at their stations and in the alert. All reasonable and necessary orders to safeguard the water tight integrity of the ship in dangerous waters had been given and were being carried out.

"At or about 11:05 A. M. July 9, 1918, an explosion took place in proximity of the skin of the ship, at about frame No. 78 on the port side and well below the waterline. As a result of this explosion the ship began to list to port, and she finally rolled over and sank, bottom up, at about 11:25 A. M. The explosion was an exterior one, and as a result of this explosion the skin of the ship was ruptured in the vicinity of bulkhead No. 78 at the level of the port engine room, and bulkhead No. 78 was so deformed that the watertight door No. 142, between the port engine room and No. 8 fireroom, was opened to the ingress of water to No. 8 fireroom. The effect of this rupture was to immediately fill the port engine room and adjacent compartments, and No. 8 fireroom was soon filled also. The effect of this water would give the ship a list of 17 1/2 degrees to port.

"With the increased displacement water entered through the 6-inch guns port No. 10, which was justifiably open to permit using that gun, when the ship had listed 9 1/2 degrees. This resulted in flooding the gun deck and accelerated the heeling of the ship and her final capsizing. Relatively small quantities of water entered the upper dynamo room through non-water-tight voice tubes, but this had no appreciable effect on the sinking of the ship.

"The Captain properly withheld the order to abandon ship until he was certain that the ship would capsize and sink. The ship was abandoned in good order, and excellent discipline prevailed. Gun crews remained at their guns and continued firing at all suspicious objects until they were forced to jump into the water. The Captain was the last to leave the ship.

"The radio apparatus was put out of commission by the explosion. As no radio reports of this disaster had been sent, Lieutenant C. J. Bright, U. S. N., was ordered to proceed with a dinghy crew to Long Island to report the disaster and request rescue vessels. The boat reached shore safely, and carried out its orders.

"The steamships Malden, Captain Brown; Bussun, Captain Brewer, and E. P. Jones, Captain Dodge, hove in sight later and rescued the men in the water and transported them to New York. The court states the Captains of these steamers showed courage and a

splendid spirit in taking their ships into these waters, where a submarine had apparently been operating, and deserve commendation for their actions, and it is recommended that suitable acknowledgement be made by the Navy Department of their gallantry.

"On the day subsequent to this disaster six contact mines were located by

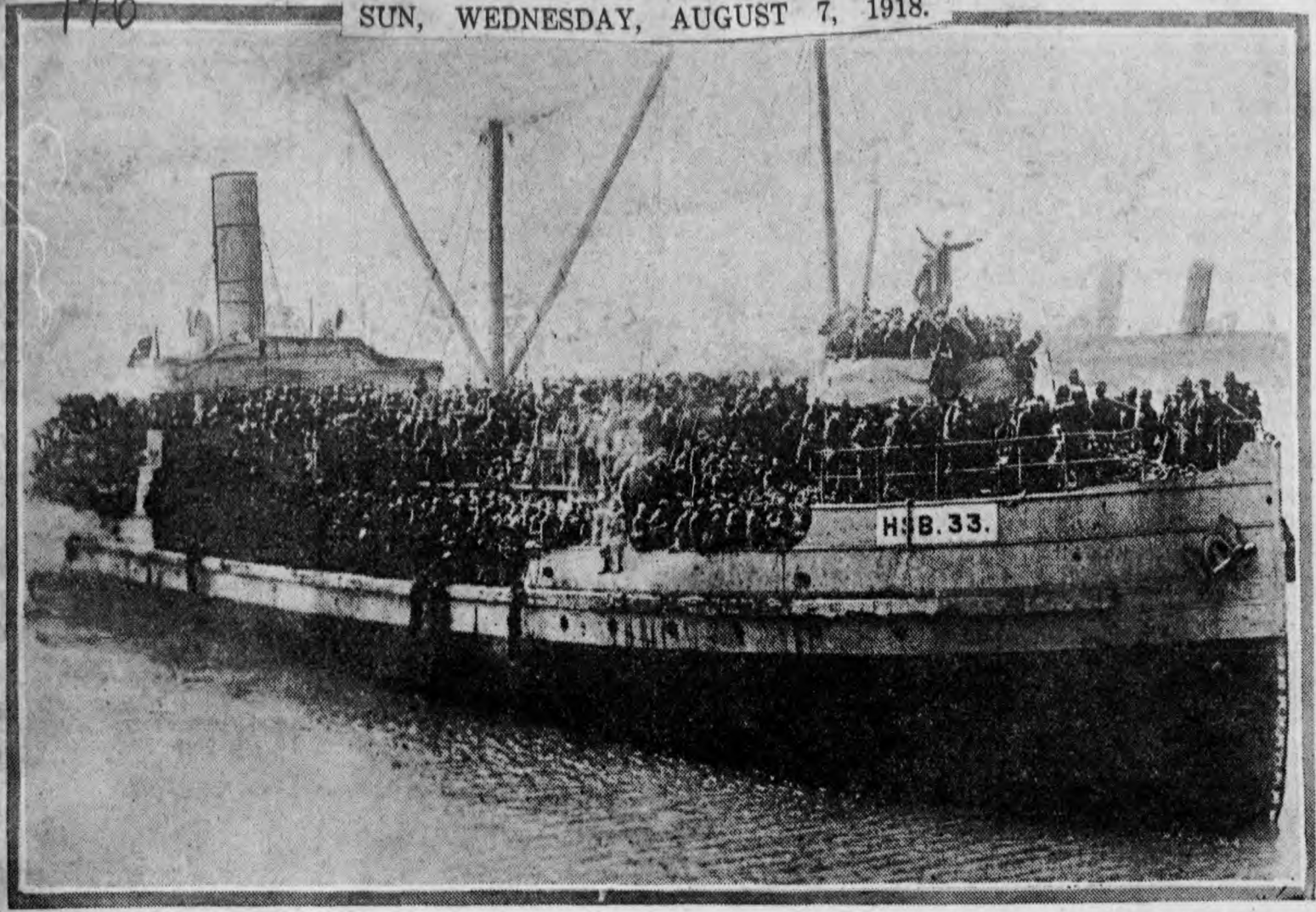
the naval forces in the vicinity of the position where the disaster of the U. S. S. San Diego occurred.

"As a result of this disaster six enlisted men were injured and six lives lost."

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YANKEE FIGHTERS ARRIVING "OVER THERE."

SUN, WEDNESDAY, AUGUST 7, 1918.

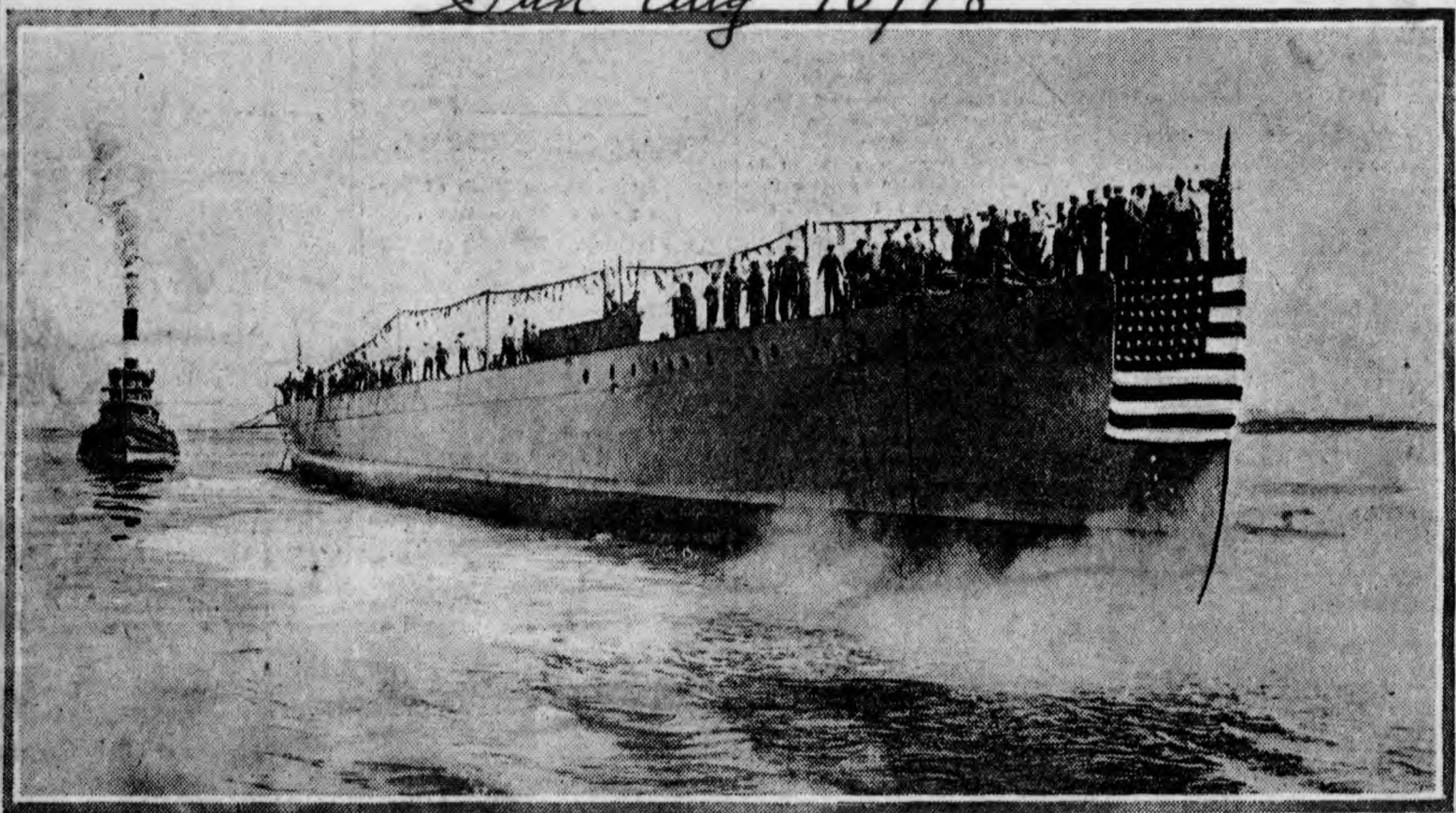


Copyright, Committee on Public Information.

View of the deck of an American lighter full of infantrymen who are ready to land at a French port.

ANOTHER U-BOAT POINTER TAKES THE WATER.

Sun Aug 10/18



Copyright, International Film Service.

Launching of a new American destroyer at an Atlantic port on August 8.

New Record Made in Ship Construction

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Mrs. CHARLES M. SCHWAB
and the "WONDER SHIP"
DEFIANCE, GOING DOWN
THE WAYS

"I christen thee Defiance," said Mrs. Charles M. Schwab as she broke the proverbial bottle of wine over a 12,000-ton cargo ship as the vessel slipped from the way of the Alameda plant of the Bethlehem Shipbuilding Corporation recently.

"I christen thee the 'wonder ship of the world,'" said Charles H. Schwab, director general of the United States Shipping Board Emergency Fleet Corporation, when he was told that the ship builders had accomplished the surprising feat of

launching the Defiance in thirty-eight calendar days from the laying of her keel.

Mr. Schwab said the rapid construction of the Defiance eclipsed the record of the Tuckahoe, a 5,500-ton craft launched in twenty-eight days. It was a thirty per cent better showing, he said. The Bureau of Naval Construction at Washington made a comparative analysis of the work on both vessels. After both cases had been reduced to a basis of tons of steel fabricated into each vessel on a daily

basis the Defiance won out by the advantage of thirty per cent.

The Alameda plant is now rushing work on a 12,000-ton steel freighter, with the announced intention of completing the vessel in twenty-eight days, ten days better than the record on the Defiance.

Mr. Schwab says these figures show strikingly the manner in which America has become the foremost shipbuilding country in the world in the space of one year.

CURIOUS COURSE TAKEN BY TORPEDO THAT SANK SHIP



Picked up by a "Sub" Chaser.

"We took turns at the oars, heading for the Long Island coast in a fog and a calm sea, both boats remaining close together. Along about 6.25 o'clock in the evening we heard the Fire Island Light siren and we halloed, rowing like blazes for it. But a few minutes later we were hailed by a navy submarine chaser and taken aboard."

It was not until the men were placed ashore at the Battery yesterday morning that the authorities gave any information of the sinking, although aware of the attack the previous evening. The members of the crew, many without hats and all reduced to the clothing they wore when they left the ship, were sent for the night to the Scandinavian Sailors' Home in Carroll Street, Brooklyn.

Capt. Hansen said he did not see a submarine, although several of the crew were positive they saw a periscope. He suggested that the peculiar course of the torpedo may have been due to a mishap to its mechanism, but thought the wireless control theory worthy of serious consideration in view of the deliberate swerve of the missile toward the vessel after passing under the bow.

The Sommerstad was of 3,875 tons and was built in 1906 at Newcastle, Eng., for A. F. Klaveness & Co.

A British armed merchantman now in the transport service was reported yesterday to have engaged and sunk with depth bombs a German submarine off Fire Island on Monday afternoon. No confirmation of the rumor was obtainable, as secrecy was maintained by officials at the Atlantic

port at which the ship docked. The Britisher is a vessel of about 5,000 tons.

Running at top speed, an American fruit steamer outdistanced a U boat off Fire Island on Monday morning and escaped the fate of the Sommerstad. Officers of the steamer, which reached an Atlantic port last night, said the submarine was coming toward them when she was sighted. The steamer's engines were pushed to the limit, they said, and after a short while the U boat gave up the chase.

U Boat Crew Cheers When Officer Insults U. S. Flag

NANTUCKET, Aug. 13.—The crew of six men of the swordfishing schooner Cruiser, who were thought to have lost their lives when their craft was sunk by a U-boat on Saturday, were brought in here to-day.

The auxiliary schooner Earl and Nettie was added to-day to the list of fishing vessels sunk on Saturday. The six members of the crew and four survivors of the schooner Lena May have just arrived here. Seven men, the entire crew of the Reliance, were landed at Provincetown to-day.

An American flag, torn from the masthead of the schooner Lena May, one of those sunk on Saturday, was taken aboard the submarine by a German officer, who wrapped it around his shoulders and gave a grotesque exhibition of dancing, while his men, each armed with a revolver, looked on and cheered. This was the story told here to-day by survivors of the vessel, who were forced to witness the performance.

The fishermen had been ordered aboard the U boat, where ten of them stood against the conning tower to be photographed. As they were being lined up for the picture they were jeered by the U boat crew, and knocked about when they failed to move as rapidly as the commander ordered. The mate of the Lena May declared that the Germans were drunk. They cheered wildly as the flag finally was flung down and stamped on.

All the men from the Lena May and the Earl and Nettie said they had received outrageous treatment at the hands of the Germans.

Efforts to find other fishermen adrift in dories were held up to-day by a fog, so dense that navigation in these waters was attended by the utmost danger. With the arrival of the men from the Earl and Nettie, the number of fishing vessels known to have been sunk was increased to ten.

Survivors of Three Schooners Are Brought Into Boston.

BOSTON, Aug. 13.—Fourteen men from three fishing schooners were brought here to-day by a trawler, which picked them up in six dories after they had been adrift more than twenty-four hours. They are Capt. Robert Jackson and two men of the schooner Progress; Capt. Albert Sanchez and seven of the crew of the schooner William H. Starbuck, and seven of the crew of the Lena May.

Experts Reject Control Theory

Believe Torpedo That Sank Sommerstad Was One of the Usual Type.

WASHINGTON, Aug. 13.—German submarine raids in American waters were understood to have been discussed to-day at an unusually prolonged session of the Cabinet, but no announcement was made. The only

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SUBMARINE SINKS STEAMER 25 MILES FROM FIRE ISLAND

Torpedo That Did for Freighter Sommerstad First Missed Her, Then Wheeled Round and Hit Her Near the Stern.

SUGGESTS MISSILE WAS CONTROLLED BY RADIO.

But Naval Experts Reject This Theory, Saying Torpedoes Can Be Made to Do Strange Stunts by Setting Rudders.

Slowly groping through a thickening mist, the Norwegian freighter Sommerstad, bound inward in ballast, steamed a cautious course Monday morning.

"Looks like we're near where they got the San Diego," remarked Capt. George Hansen as he took the bridge at 8 o'clock, twenty-five miles southeast of Fire Island, and swung his binoculars to the fog-dimmed horizon.

"By ginger! and it looks like they're going to get the Sommerstad, too!" he gasped, a few minutes later. He signalled the engine room for full speed astern. Some 500 feet off to port the waves had parted in a turbulent path for a twelve foot torpedo that zipped swiftly toward the Sommerstad and which would have struck her amidships had the vessel not reversed.

Passes Under the Bow.

The thirty men of the crew, in deck-scrubbing garb, raced for the rowboat on the starboard side and for the motor launch in the port davits. Just as the bow lifted on a wave the torpedo passed beneath it and bridged the whitecaps on the starboard side. "Lucky the darned thing didn't hit us!" exclaimed one sailor in relief. "Lucky nothing," shouted another. "Look what it's doing!"

Veering sharply, the torpedo was slewing around in a semi-circle. Slowly it curved in front of the bow in a radius of about seventy-five or eighty feet.

"The thing's got a man inside," yelled an officer. "It's being steered." Gracefully it rounded its semi-circular course.

"It's uncanny," muttered Capt. Hansen to his mate as the members of the crew rushed up and down the deck, not knowing which way to race to escape the expected shock. As though guided by a human brain, the missile swerved back toward the Sommerstad and caught her at the stern on the port side, bursting between holds No. 3 and 4.

Vessel Sank Very Quickly.

The men piled into the two boats in a twinkling. Four minutes after she had been struck the Sommerstad settled so that only her funnel was showing. As the crew rowed away, without extra clothing and without food or water, several of them saw a periscope skipping along at a height of about six feet above the surface.

Whether the Germans had at last developed wireless control of submarines, a method that several Governments, including our own, have been working on for years, the officers of the freighter could not say. They thought that perhaps the snapping of the waves had affected the propeller of the torpedo, but they had seen the missile swing in a graceful, steady curve and, just before completing a semi-circle, bolt sharply toward the stern, striking with terrific impact. No wireless apparatus was observed attached to the periscope.

No trace remained of the freighter, which was in the service of the American Government under charter and was returning from Norway. The vessel was hit a short distance from where the United States armored cruiser San Diego was blown up, presumably by a mine, on July 19.

All day the thirty-one men of the Sommerstad rowed in the fog. The Captain and a seaman suffered from sprained ankles as the result of entering the lifeboats while the Sommerstad was lurching.

"She began to sink fast by the stern," said Capt. Hansen yesterday at the offices of the Norwegian Consulate, No. 17 State Street. "Finally, her bow pointed perpendicularly with the sea and she plunged under like a rock."

report of the activity of the submarine reaching the Navy Department during the day was that of the sinking of the Sommerstad.

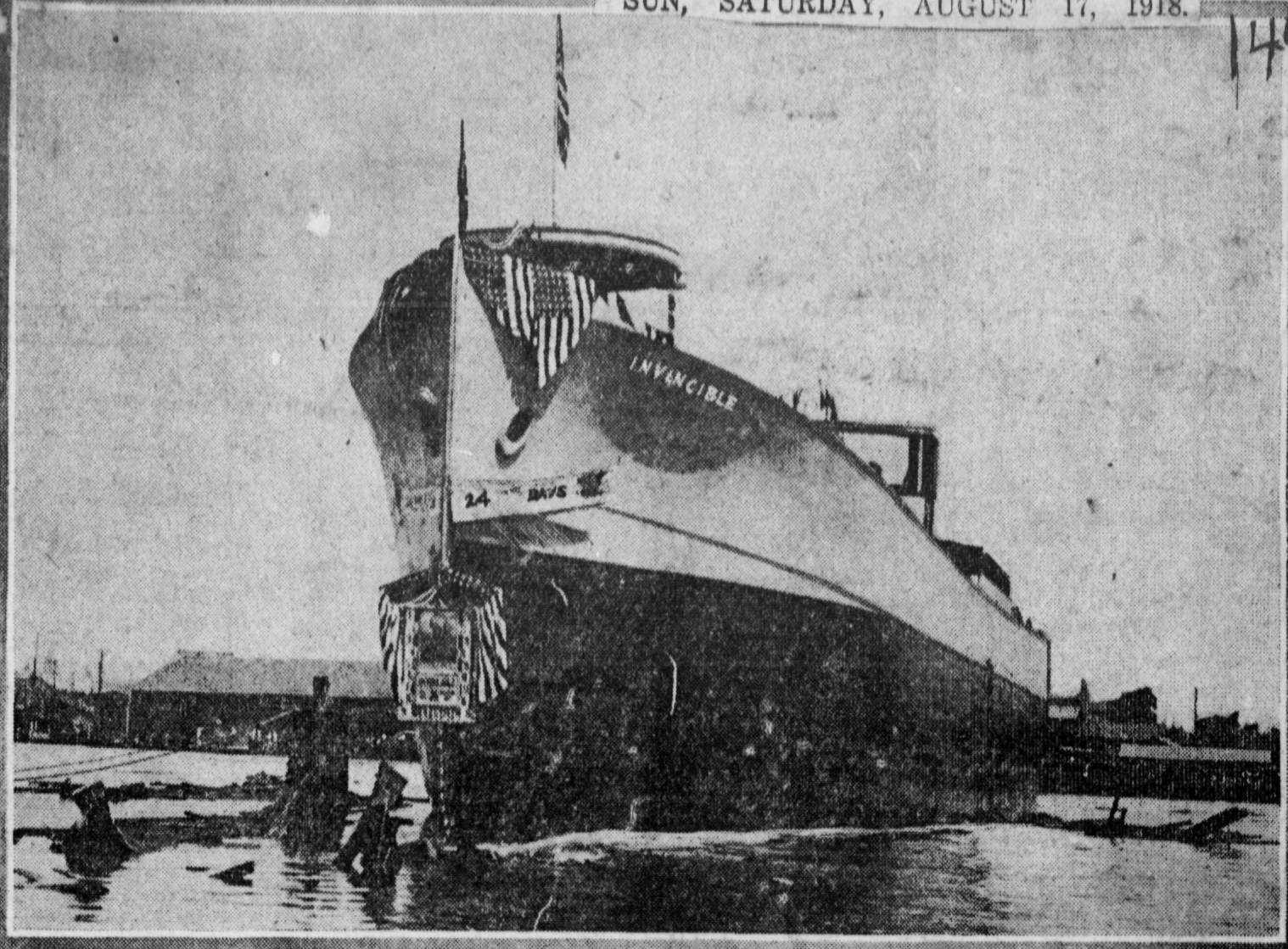
The eccentric course taken by the torpedo that sank the freighter gave rise to a suggestion that the torpedo was controlled by radio on the submarine, but this was ridiculed by naval experts. They explained that the course of a torpedo is regulated by the gyroscope, which can be so set before discharging that the weapon will describe a circle. This has been done time and again during torpedo practice in the American Navy so as to return the weapon to the ship discharging it, high officials said, and it has not been an uncommon thing for torpedoes fired by German submarines to take similar courses.

With the torpedo's steering gear set so the weapon will run in a circle it becomes almost doubly effective, naval officers explained, for if it misses the object when shooting on its outward course, the possibility remains that it will strike after it turns about, a possibility that is increased if the ship attacked goes full speed astern as the Sommerstad did.

No additional reports on the depth bomb attack by an American destroyer on a submarine off the Virginia coast have reached the department, but it now seems fairly well established that it occurred on Sunday after gas from oil supposed to have been discharged from a submarine overcame six men in the Coast Guard station and the light house on Smith's Island, North Carolina, on Saturday evening.

While most naval experts accept with great reservation the theory that the gas was from a submarine, Secretary Daniels said to-day he believed the report as given by the commandant of the Coast Guard station was correct. It was accepted by the Commandant of the Sixth Naval District, who must have satisfied himself concerning it, Mr. Daniels said, before transmitting it to the department. Additional reports have been requested by the department and are expected soon.

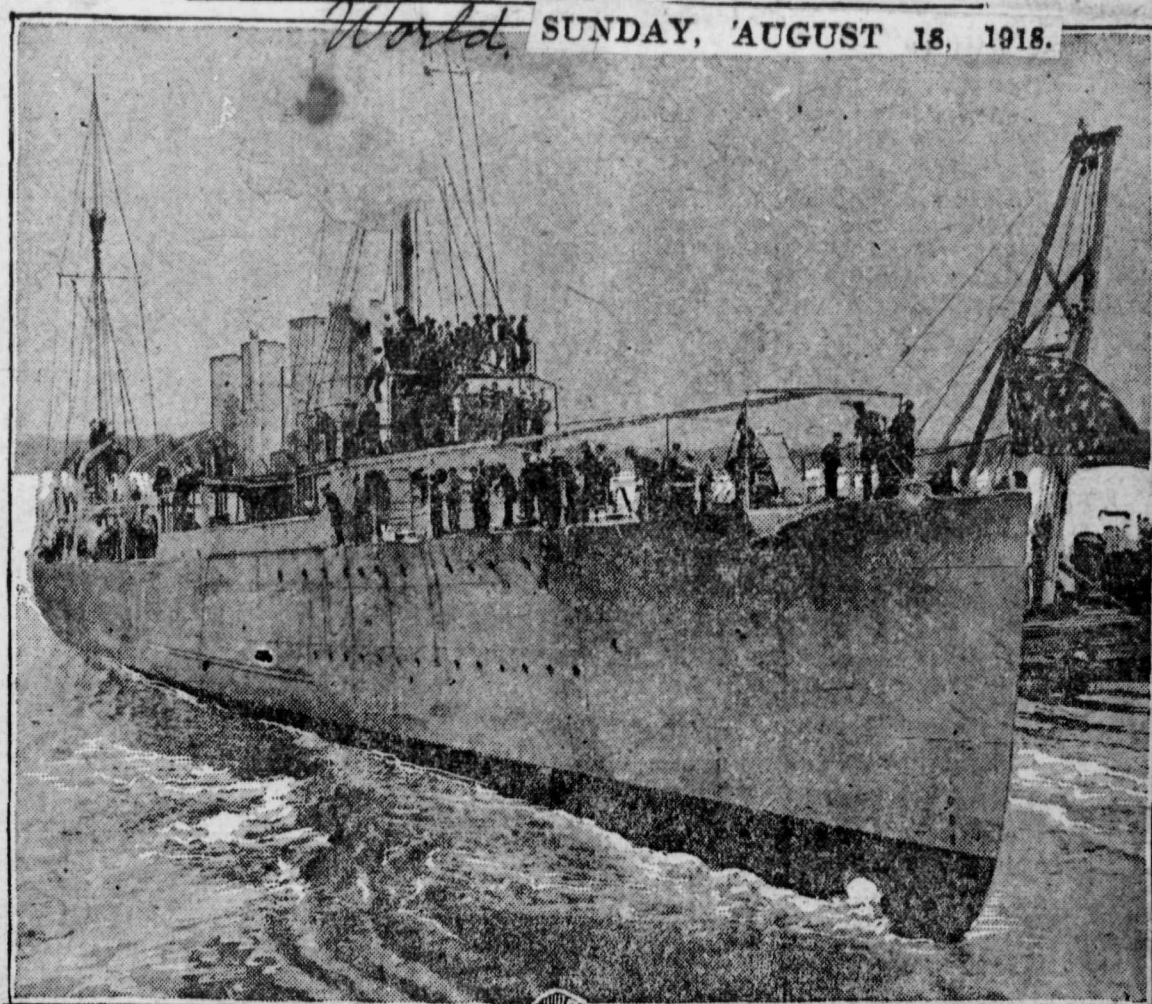
SUN, SATURDAY, AUGUST 17, 1918.



Copyright, Underwood & Underwood.

The 12,000 ton freighter Invincible touching the waters of the Pacific in San Francisco Bay in twenty-three days of actual construction time. The legend "24 days" on the bow was beaten by exactly twenty minutes. The vessel was built at the Alameda yards of the Bethlehem Shipbuilding Corporation.

U. S. WARSHIP IS LAUNCHED, READY TO HUNT U BOAT AT ONCE; STEAM UP



LAUNCHING of the PHILIP

Order to be Prepared for Instant Service is Interpreted Literally Indeed.

It is now permissible to state that when the latest acquisition of the United States Navy, the torpedo boat destroyer Philip, was launched at Bath, Me., recently, she had up a full head of steam, was ready to put to sea and carried one gun forward with ammunition stored in her magazine.

When she dipped into her native element the Philip required the services of no attendant vessel and had the command been given the swift craft was ready immediately to begin U boat chasing. In fact, her sea-going condition at the time of launching was due to an order from the Navy Department to get her in readiness for instant activity, as U boats had then been reported off the Atlantic coast.

The Philip is approximately 300 feet long, develops a horse power of 28,000 and displaces 1,250 tons. She is capable of attaining a speed of 40 miles an hour and is among the swiftest navy craft afloat.

It is now stated that the destroyer actually was 95 per cent. completed when she slipped from the ways, but this was not publicly known at the time. Mrs. Mazie Philip of New York, wife of Barrett Philip, son of Rear Admiral Philip, after whom the destroyer was named, is preparing to send abroad a young Angora kid which her father raised on his farm and is now intended to become the ship's mascot.

Mrs. Philip had the honor of christening the destroyer and is now engaged with other patriotic American women knitting sweaters for the crew of the destroyer. Mrs. Philip has two brothers fighting in France.

...sank the liner. That was the record of one little group of destroyers."

Secretary Daniels, Admiral Jellicoe and other eminent authorities on both sides of the Atlantic have stated recently that the submarine peril is at last under control. It seems clear that a goodly share of the credit for this victory belongs to American sea fighters.

As Mr. Connolly points out in "The U Boat Hunters," "Our destroyers went over there at a time when the U boats were sinking more tonnage in one month than Great Britain was building in four, and because of U boat activities the loss of ships in the usual marine ways was far beyond normal. To the weary British our

every... watching of their convoy, or... colleagues, of periscopes. (The prospect of collision with their close-packed convoy and themselves is a bad chance in itself.)

"Destroyer crews do not loaf overmuch around deck. They can't. They live below decks mostly, strapped in when it is rough to a stretch of canvas laced to four pieces of iron pipe set on an angle down against the ship's sides and called a bunk. Even strapped in so they are sometimes, when she has a good streak on, hove out into the passageways. It was a young doctor of the flotilla who said that, except for their broken arms and legs, his ship's crew were dis-

J.C.S.
Sept 31/18

LEVIATHIANS TO BE BUILT IN JERSEY CITY

Federal Ship Corporation
Orders Ways Costing
\$8,000,000.

It was learned in the City Hall this morning that the Federal Shipbuilding Corporation which recently secured additional land at the foot of Yale Avenue, Jersey City, and in that vicinity has completed plans for the speedy utilization of the new land on the Jersey City side of the Hackensack River.

It is stated that an \$8,000,000 contract for the erection of large ways have been awarded and that in the Jersey City yards it is to be possible to build ships the size of the Vaterland and the Leviathan.

This means that the Jersey City side of the Federal Shipbuilding Corporation will be the scene of operations on an even larger scale than has been attempted on the Kearny side of the river.

It also means that many more men will get employment in Jersey City, and that the need for housing facilities will be greater than ever. The big shipyards are to assume greater importance than they ever had before, and Hudson County and especially Jersey City is to be a great beneficiary. The city officials, especially Commissioner Moore, were greatly pleased with the news this morning.

New Call
Sept 8/18 *150*

NEW SHIP BEARS NAME OF BATTLE

Italian Ambassador's Wife Sponsors
Big Freighter Plave at
Federal Shipyard.

HONORS OUR ALLY'S SUCCESS

With celebrities of this country and foreign lands viewing the spectacle, the massive freighter Plave, the latest 3,600 ton ship to be made ready for overseas cargo carrying at the Federal Shipyards, Kearny, was put in the water at high noon yesterday. Countess Macchi di Cellere, wife of the Italian ambassador, sponsored the freighter. The chiefs of the Allied nations were represented in the distinguished group of onlookers.

The ship was given the name Plave as a remembrance of the gallant stand the Italian army made at the river at the head of the Venetian plain when Austrians tried vainly to cross in their biggest 1918 thrust. The European guests and the principal representatives of this country at the launching assembled at the Ritz-Carlton Hotel, New York, preparatory to the trip in autos to the Kearny yards. Their machines were decorated with Italian flags and bunting. Naval men of Italy, France and America and half a hundred Italian marines were present.

Governor Edge, Charles M. Schwab and Chairman Hurley of the Shipping Board were the principal representatives of this country in the assemblage. Messages declaring the naming of the ship was indicative of the welding of Italy and America to triumph in democracy's struggle were read from Premier Orlando; General Diaz, commander-in-chief of the Italian armies; Admiral Count Thaon di Revel, head of Italy's general naval staff; Charles W. Eliot, president emeritus of Harvard, and the Rev. Dr. William T. Manning, rector of Christ Church, New York, a chaplain at Camp Upton.

Greeting from Italian Army.

"The Italians receive with gratitude and fervid enthusiasm the act of fraternal solidarity with which your great nation gives to one of its merchant vessels the glorious name Plave, a name sacred to our native country," cabled Premier Orlando.

General Diaz's expressions included: "To the good ship Plave, christened by your noble nation after the river of the Italian victory and the redemption of the whole Italian army fighting on its well-defined line and ready to move forward to fresh battle for the triumph of the common cause, the army sends its most heartfelt greetings."

"The ships that are uninterruptedly sliding into the sea over the American ways afford some of the most tangible evidence of the prodigious activities and the tenacious will of the United States to bring about the early triumph of the rights of free peoples," were sentiments of Admiral Count di Revel.

Governor Edge's Address.

Governor Edge in his talk said: "I believe we should make over our shipping laws. Narrow prejudices and worn-out theories, under which America's commerce suffered paralysis and decay, should be put into the discard. Legislation should be enacted of a character calculated to encourage and stimulate world commerce and enable the operators of American merchant vessels to do a profitable business."

Mr. Hurley, responding to Premier Orlando, said: "The United States Shipping Board, as spokesman for the ship-builders of America, is made happy by the splendid tribute received from you today to the efforts put forth by our workers building ships."

"Italy, which gave birth to the great Columbus, may well be proud of the memories of the historic Plave, which today breathes the same intrepid spirit that animated Columbus."

The committee in charge consisted of: Mrs. William Jay, Gertrude Atherton, General White, Mrs. Herman Duryea, President Emeritus of Harvard Charles W. Eliot, Mgr. Fay, Mrs. Ogden Goelet, Dr. Anna Howard Shaw, General Cornelius Vanderbilt and Mrs. Vanderbilt.

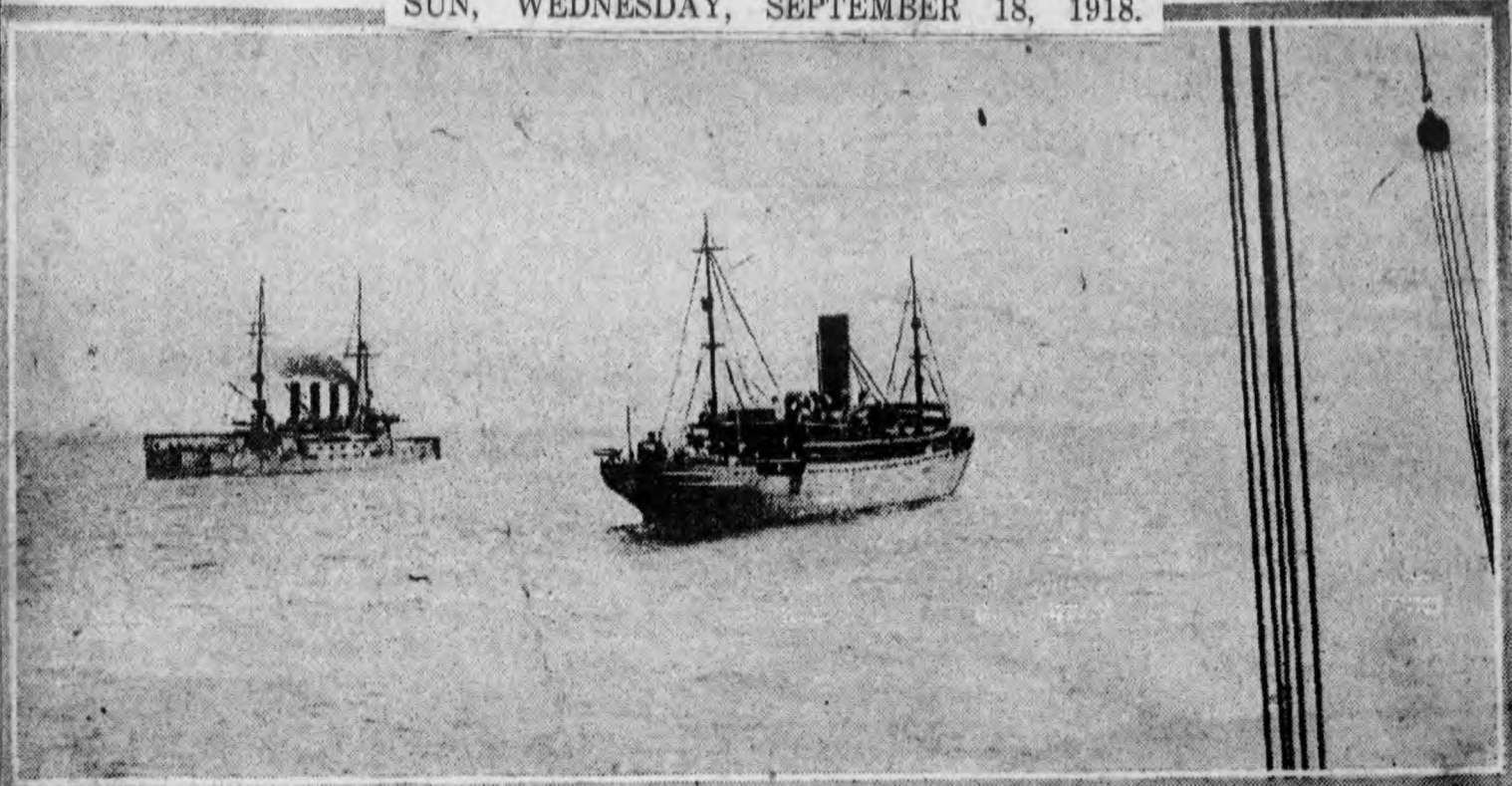
Mr. Schwab, the Rev. William T. Manning, Sir Lowther Grant and Lady Grant, Dr. Felice Ferrero and Mrs. Ferrero, Samuel Gompers and Cavaliere Robert Underwood Johnson.

Prior to leaving the Ritz-Carlton for the shipyard Dorothy Iselin, twelve-year-old daughter of Mr. and Mrs. Arthur Iselin, presented a sheaf of flowers to Countess di Cellere.

151

OVER THE SEAS TO THE BATTLE LINE.

SUN, WEDNESDAY, SEPTEMBER 18, 1918.



Copyright, International Film Service.

A transport, filled with American fighting men, photographed from the deck of another transport, with a guardian cruiser steaming beside it.

Times Sept 20/18

BOND SELLERS TO WIN HONOR OF NAMING SHIPS

**Tanks Also to be Named by
Communities in Liberty
Loan Contests.**

Special to The New York Times.

WASHINGTON, Sept. 19.—To stimulate competition in making high records in the Fourth Liberty Loan campaign, 240 communities in the country will be permitted to name and select sponsors for 120 ships to be built by the Shipping Board and 120 tanks to be used on the western front by American troops. There will be assigned to each Federal Reserve district ten tanks and ten ships, so that twenty cities in each district will have a chance to perpetuate their names by winning the highest records of sales.

The contests may be based either on money subscriptions, percentage of population subscribing, or any other plan that appears most feasible to the directors. Only one prohibition is being made, that ships and tanks must be named after towns, communities, townships or counties. Under no circumstances may a ship be named after an individual or organization. Whenever possible, or feasible, the names of both ships and tanks will bear the prefix, "Liberty." No single community will be entitled to name both a tank and a ship. Should a community win the right to name one of each it must surrender one or the other to the runner-up in either the ship or tank contest.

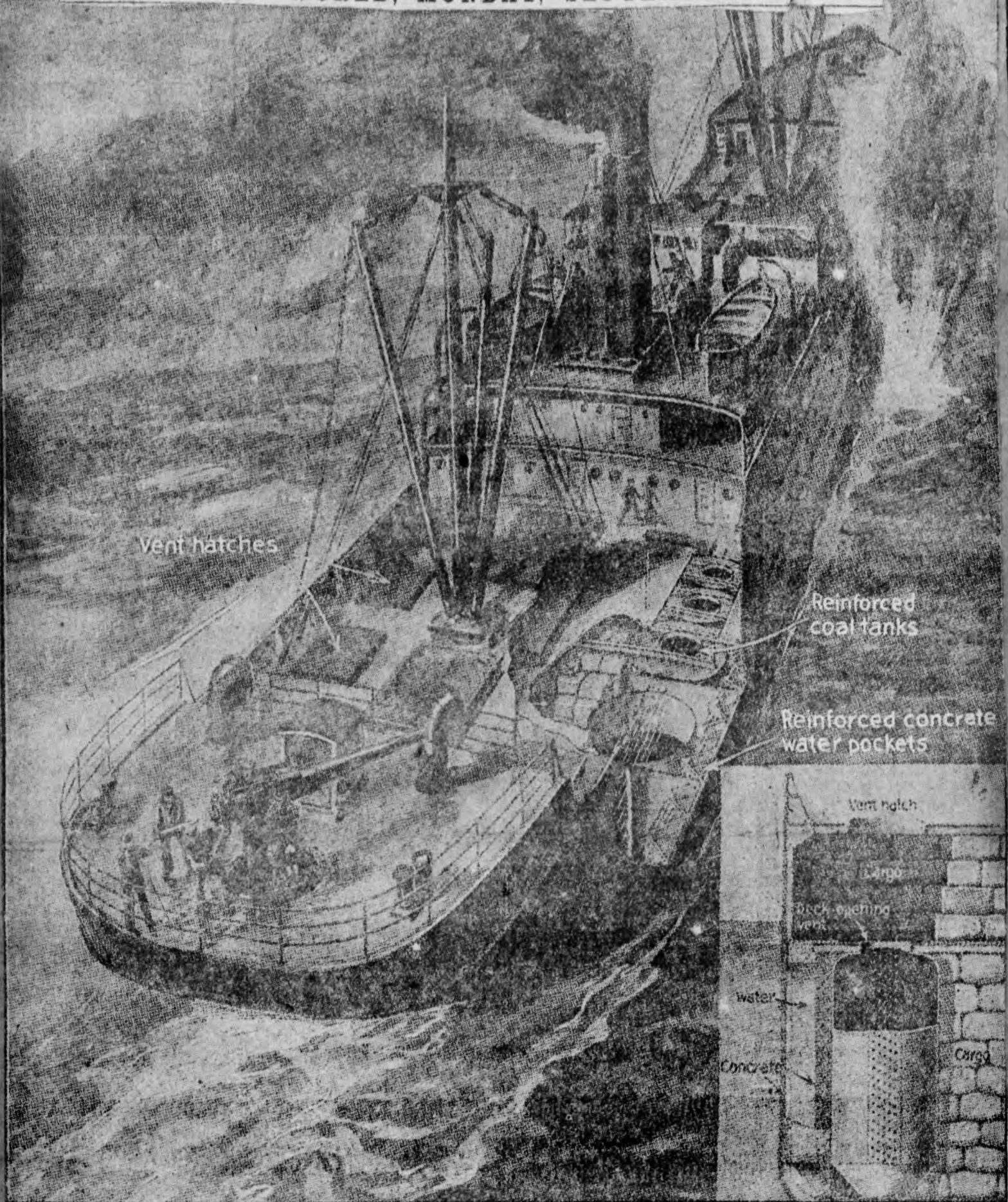
The ships and tanks which are ready for delivery when the winners of the contest are decided will be assigned for naming without delay. The selection of sponsors for both ships and tanks will be left to the successful communities. Contests for these honors may be opened to all persons except members of families of Liberty Loan Committee executives.

Permission to name the ships was given by Mrs. Woodrow Wilson, wife of the President, on the application of the Bureau of Publicity of the War Loan Organization. Mrs. Wilson originally accepted the honor of naming all ships to be constructed by the Shipping Board and she has already named a great number.

152 The New Ship Submarines Can't Sink

DIAGRAM SKETCHES OF HUDSON MAXIM'S TORPEDO PROOF SHIP WHICH UNITED STATES GOVERNMENT WILL BUILD TO ESCAPE GERMANY'S U BOATS.

THE EVENING WORLD, MONDAY, SEPTEMBER 23, 1918.



How Our Sea Fighters Are Playing Their Part

Work of the Naval "Watch Dogs," the Destroyers That Guard Our Troops Overseas, Described by James B. Connolly in "The U Boat Hunters."

HOW are our sea fighters playing their part in the great war?

We hear splendid stories of the boys in the trenches, but comparatively little of the work of the boys in the navy. We know, of course, that over a million soldiers have been transported safely to the western theatre of war, thanks to the vigilant guardianship of the watchdogs of the British and American Navies. We know, perhaps, that American destroyers and their crews were among the very first military units to be sent abroad. But of the work they have accomplished over there we have had few details—and that is why we must all read with special interest James B. Connolly's new tale of our bluejackets in arms, "The U Boat Hunters."

Mr. Connolly went across with a

fleet of troopships, warships and destroyers, and was in an exciting combat with German submarines off the coast of France. Later he went out with one of a number of American destroyers on active duty in the North Sea. This is how he sums up "what they have been doing" for their proud and rejoicing countrymen:

"They have been doing great work. I cruised over there on one of our destroyers. She was five years old, yet one day, during an eighty-five mile run to answer an S O S call, she exceeded her builder's trial by half a knot. Incidentally, she saved a merchantman and her \$3,000,000 cargo which had been shelled for four hours by a U boat; also she ran the U boat under—one of the new big U boats with two 5.9 deck guns.

"On the same day two other destroyers of our group took from a sinking liner 503 passengers without the loss of a life. One of these destroyers lashed herself to the sinking ship the more quickly to get them off, and as the liner went down our little ship had to use her emergency steam

"Only half a dozen were in that first group, but other groups followed, and groups are still following. They have not driven the U boats from under the seas, but they have made it possible for merchant ships to live in that part of the ocean they are covering.

What is the job of U boat chasing like? That is another thing about which most of us have heard little. In "The U Boat Hunters" the author gives some vividly sharp pictures of life with the hounds of the submarine.

"It is a dangerous, hard service, on one of the roughest coasts in the world," he writes; "a service where for days on a stretch it is nothing at all for destroyer crews not to be able to take a meal sitting down, not even in chairs lashed to stanchions and one free arm hooked around a stanchion; a service where officers live jammed up in the eyes of the ship and never think at sea of taking off their clothes, and where they sleep (when they do sleep), mostly by snatches, on chart house or ward-

usually on the job twenty-one hours out of the twenty-four. In rough weather the wireless operator may be held in his room for forty hours at a stretch. The typical slenderly built, heavily engined destroyer rolls so badly that in a moderately heavy sea the men have to use a sort of trolley line to get about the decks, the plates of which buckle into ridges. Yet our boys, says James Connolly, volunteer for destroyer service; for every one who goes there are a dozen who want to go, and "there is no beating them except by blowing them off the face of the waters."

"The U Boat Hunters" is published by Charles Scribner's Sons.

World Nov. 13/18

153

How Our Torpedo Boats Got Their Names

By Henry Collins Brown

The Jarvis

THE Constitution and the Constellation were sister ships at the time of their construction in 1794, one being built at Boston and the other at Baltimore.

The Constitution is now an object of veneration for visitors from all over the Nation and is tied up at the Charleston wharf, near Boston. The Constellation is passing her old age in dignified retirement. While she no longer puts to sea, she is still of wonderful value as a training ship in teaching the young navigator much needed information regarding the old-time ship that is of service to them even now, though naval construction has greatly altered. She lies off the War College at Newport.

It is in connection with the youthful days of the Constellation that we find the name of young Jarvis. His name also recalls our almost wholly unknown war with France. It is the only break in our peaceful relations with that nation from the days of Lafayette.

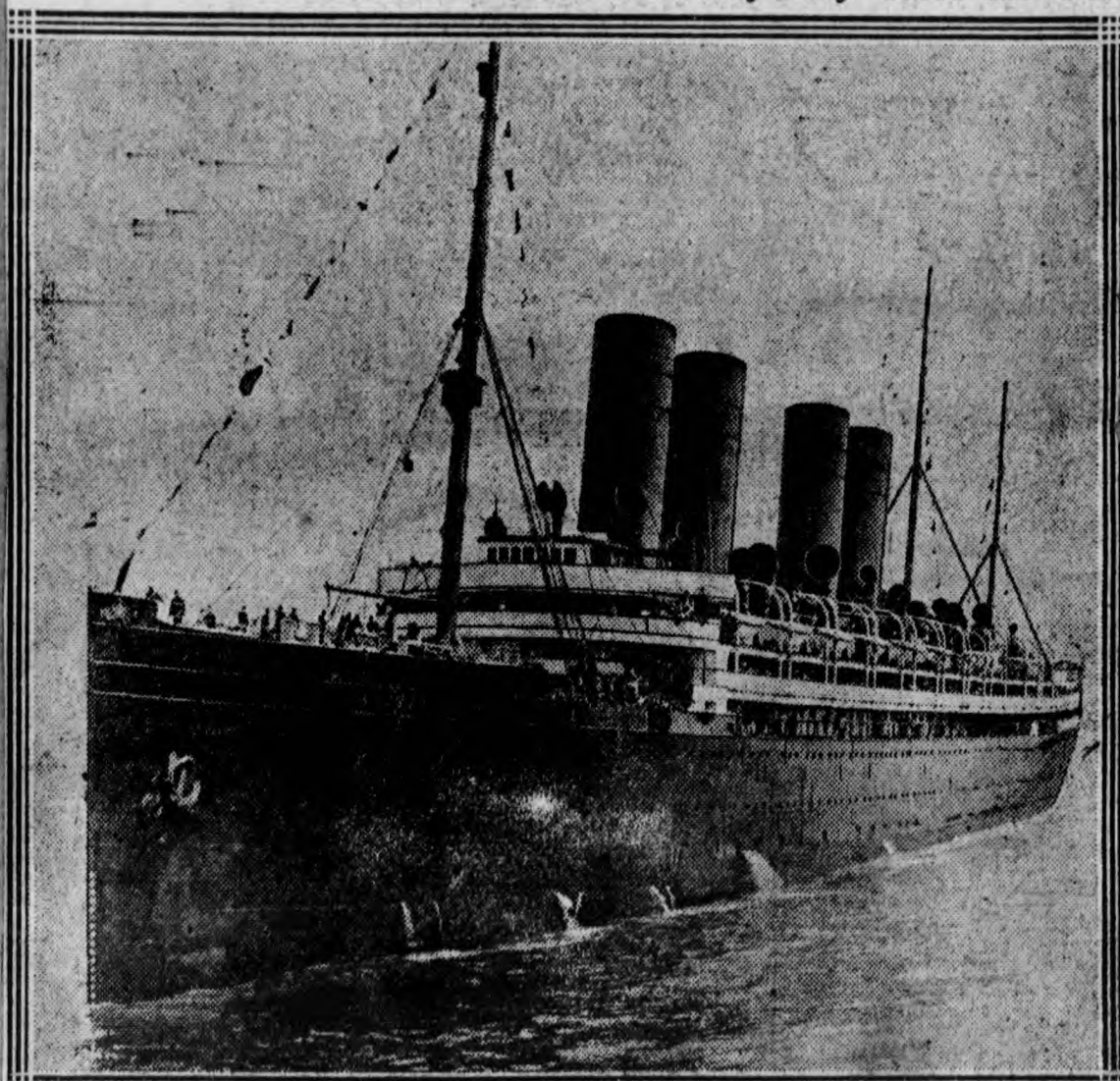
As a matter of fact no actual

declaration of war ever took place nor did hostilities extend to any length of time. Nevertheless there were several encounters, one of them between the Constitution and the Vengeance, in which young Jarvis played a conspicuous part. Jarvis was ordered aloft in the main top and remained there in spite of the fact that shots from the Vengeance had rendered the mast unsafe. He refused to leave his quarters without orders and his life was lost as the result. In the action between the Constitution and the Vengeance, the American losses were 14 killed and 25 wounded and on the Vengeance 50 killed and 110 wounded. The Constitution would have had the satisfaction of towing her into Boston as a prize but for the fact that her main mast went by the board, which enabled the Vengeance to make safe her escape in spite of her damaged condition.

The record of Jarvis, aside from stoic bravery in danger on the Constitution, was enviable in every respect, and in honoring the young seaman by giving his name to a torpedo boat the navy honors itself.

Globe Nov. 20/18

Former German Liner Kaiser Wilhelm II., on Which President Wilson and Party May Cross the Ocean



It is reported that the U. S. Transport Agamemnon, formerly the Kaiser Wilhelm II., is being gotten ready to take the presidential party to Europe. The former kaiser once used the imperial suite on a cruise, and this suite will be used by them if they sail on this liner.

154
World
Nov. 25/18

5-23 THE BREMEN. Nov. 25/18
The British Government has officially admitted the loss of the Audacious. Now what we would like to learn is whether there was a submarine by the name of Bremen, whether she was as big or bigger than the Deutschland and what happened to her?

LAMBS SEE GIANT
NAMESAKE FLOATED.
300 of Theatrical Club Journey to
Kearny for Launching of
9,000-Ton Transport.

The Lambs, the 9,000-ton transport named for the big theatrical club of New York, was launched yesterday at the yards of the Federal Shipbuilding Company, Kearny, N. J., before 300 members of the Lambs who journeyed from New York in motor cars and joined in the ceremonies.

Mrs. Robert Stowe Gill, widow of Capt. Gill, the first officer member of the Lambs killed in the war, was sponsor of the ship. The band of the Lambs and that of the shipbuilding company played the national anthem as the huge vessel slid down the ways. After she was safely moored alongside a pier, the members of the club were entertained at luncheon by the officers of the corporation in their Administration Building.

Among club members present were Raymond Hitchcock, David Warfield and Augustus Thomas.

Observer
Nov. 26/18

"THE LAMBS" TO BE
LAUNCHED ON SUNDAY

The sixth 9,600-ton steel cargo vessel will be launched at the Federal Shipyards in Kearny on Sunday at 1:30 p. m. The ceremonies attended upon the launching will be in charge of the Lambs Club of New York, and the ship will be christened "The Lambs." Mrs. Robert Stowe Gill will act as sponsor.

Evening World
Nov. 27/18

How Our Torpedo Boats
Got Their Names
By Henry Collins Brown

Copyright, 1918, by The Press Publishing Co. (The New York Evening World.)

The Sampson

THE contest between our own country and Spain contributed several bright pages to the already interesting history of our navy. It is not unfair to say that Admiral Dewey at Manila Bay reaped the highest honors; nevertheless, the part played by our Atlantic Squadron under the command of William T. Sampson was of great importance. As may be recalled when the Spanish fleet set sail for Cuba the two countries were in a state of war and the strength of the Spanish fleet was wholly unknown. It was possible that on its voyage to this country many American merchantmen would be probably captured. In those days nations at war still observed the traditions of true sportsmen and scorned to sink a ship with non-combatants and women and children on board. The Spanish record in Cuba was none too savory, but when contrasted with the career of the Germans in Belgium and Flanders it becomes a performance of respectability and decorum.

The advent of the Spanish fleet on the high seas created intense interest throughout the United States. As it was before the days of wireless, a week or two was bound to elapse before any news would reach America. Two of our famous Atlantic liners, the New York and St. Paul, were employed as scout ships (rechristened the Yale and Harvard). Their great speed was relied upon to keep them out of reach of harm and enable them

to convey news of the approach of the enemy to the American squadron. The Spanish managed to evade attack on the high seas, but their danger increased as they approached the Island of Cuba. Their dash for the Harbor of Havana, where they would have received the support of land fortifications, was frustrated by the vigilance of the American scouts, and they were forced to seek refuge in Santiago Harbor.

Lieut. Hobson and a volunteer crew succeeded in sinking the collier Merrimac at the entrance of the harbor. They were captured and subsequently released, but their exploit created the wildest enthusiasm in the country at large. The Atlantic Squadron, under the command of Sampson, had by this time taken up its position. Upon one eventful day the Spanish sailed forth in a vain attempt to resume their journey.

Overwhelmed by a superior force, the Spanish squadron was captured and destroyed. The losses on the American side were one killed and one captured. A more bloodless engagement on the high seas with such stupendous results had never before been recorded. Shortly afterward terms were made by which we came into possession of the Philippine Islands and Porto Rico. Sampson received great credit for his handling of the situation in front of Santiago.

The new torpedo boat, named for him, which is one of the largest in design and construction, will always remind us of his exploits.

KEY TO LOCATION OF BATTLE SHIPS IN THE HUDSON



The above plan shows all anchorages provided for incoming naval vessels. Below are given the names and numbers of the battle ships and other vessels which are scheduled for the naval review. The names, numbers and anchorages of ships coming in later will be given as they arrive.

No. 1, the Florida; No. 2, the Wyoming; No. 3, the Arkansas; No. 4, the Texas; No. 5, the New York; No. 6, the Pennsylvania; No. 7, the Utah; No. 8, the Nevada; No. 9, the Oklahoma; No. 10, the Arizona (the above ten ships are from European waters); No. 11, the New Mexico, No. 12, the	Mississippi; No. 13, the Missouri; No. 14, the Maine; No. 15, the Wisconsin; No. 16, the Kearsarge; No. 17, the Illinois; No. 18, the Alabama; No. 19, the Iowa; No. 20, the Indiana; No. 21, the Vestal; No. 37, the Bridge; No. 39, the Prairie; No. 40, the Solace; No. 41, the Gamble; No. 42, the	Breese; No. 44, the Dent; No. 45, the Radford; No. 46, the Lamberton; No. 47, the Ringgold, and No. 48, the Mahan.	entyninth street:—The Texas, the New York, the Pennsylvania, the Bridge, the Prairie and the Solace.	berton, the Ringgold and the Mahan.
		Landing stage "A," foot of West Fifty-ninth street:—The Florida, the Wyoming and the Arkansas.	Landing stage "C," foot of West Ninety-seventh street:—The Utah, the Nevada, the Oklahoma, the Arizona, the Gamble, the Breese, the Dent, the Radford, the Lam-	Landing stage "D," foot of West 129th street:—The New Mexico, the Mississippi, the Missouri, the Maine and the Wisconsin.
		Landing stage "B," foot of West Sev-		Landing stage "E," foot of West 158th street:—The Kearsarge, the Illinois, the Alabama, the Iowa, the Indiana and the Vestal.

NEW YORK HERALD, WEDNESDAY, DECEMBER 25, 1918.

KEY TO LOCATION OF BATTLE SHIPS IN THE HUDSON



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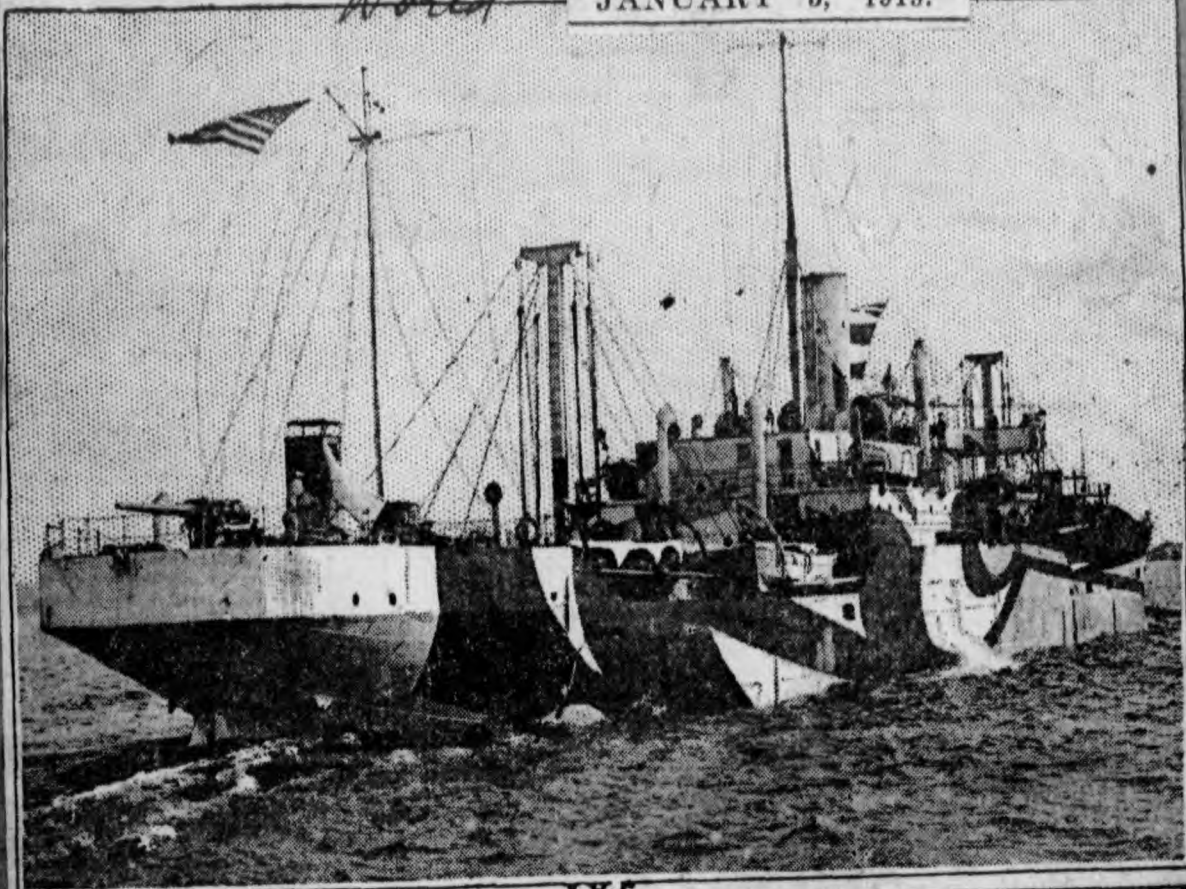
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156

FIRST FEDERAL VESSEL, LAUNCHED MAY 30, FINALLY SAILS WITH SUGAR FOR ITALY

World

JANUARY 8, 1919.

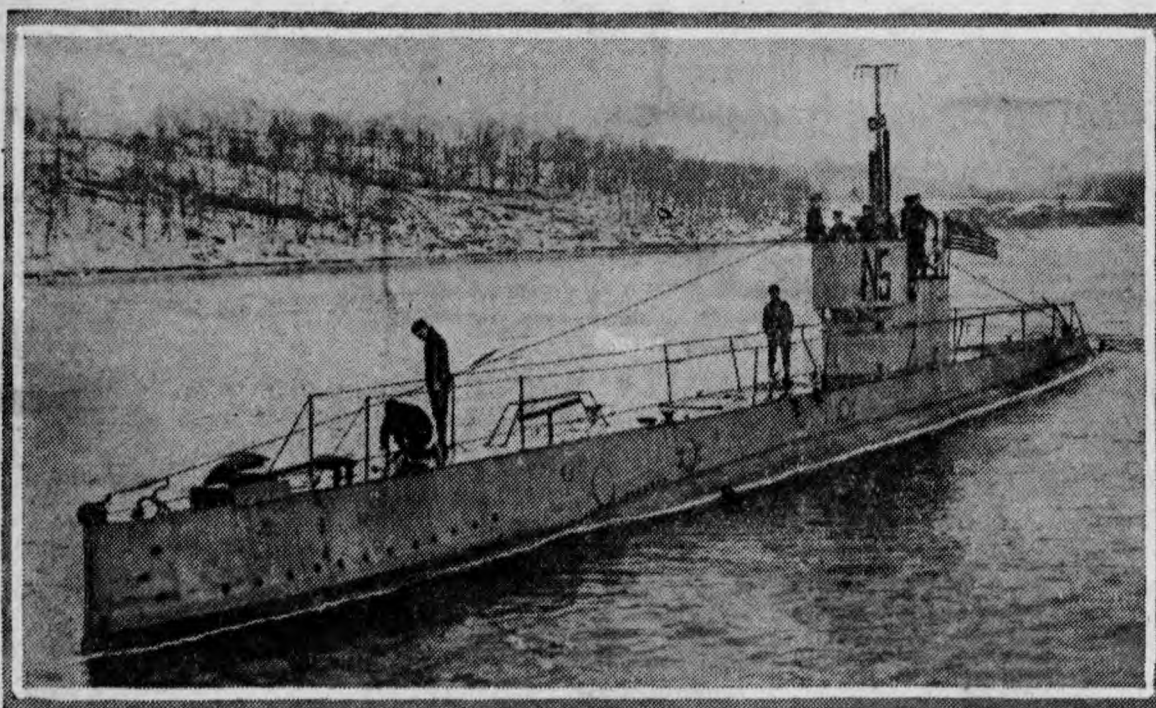


The AGAWAM
Photo by M. ROSENFIELD W.A.

America's Greatest Evening Newspaper

TUESDAY, JANUARY 21, 1919

NEW TYPE OF SUBMARINE ADDED TO U. S. NAVY



From Current Issue of Hearst News Film.

This is the N-5, one of America's speedy undersea fighters, photographed at the United States submarine base, New London, Conn. This type is said to be more powerful than the German U-boats and to have many exclusive features.

J.C. 9
Feb 14/19

157

LARGEST VESSEL.

Editor Jersey Journal:

Dear Sir—A says the Leviathan is a larger boat than the Bismarck. B says the Bismarck is larger than the Leviathan. Who is right?
Yours very truly, A Reader.

The Leviathan is the largest vessel afloat.—Ed.

U. S. S. Covington Going Down With Colors Flying

Dispatch

FEBRUARY 21, 1919.



SINKING OF U.S.S. COVINGTON

A remarkable photograph showing the sinking of the United States transport Covington on July 1, 1918, off the coast of France. The vessel was torpedoed by

a German submarine while in convoy. Six casualties resulted from the attack and sinking. The transport went down with her colors flying.

Obs.
Feb 24/19

SS. Washington and Lincoln

Editor Hudson Observer:

Dear Sir—To settle a dispute, please tell me who owned the ships George Washington and Abram Lincoln before the war?

F. K.
The steamship George Washington was owned by the North German-Lloyd Line. There was no "Abraham Lincoln," but the President Lincoln was owned by the Hamburg-American Line. Both are now in the transport service under the same names.—Ed.

158

Sun
April 18/19

GERMANS ON BIG LINER

Even Sun Apr 18/19
**Officers Aid Crew of Kaiser-
in Auguste Victoria.**

FEW CHANGES ON GREAT SHIP

**'Kaiser' and 'Crown Prince' Decks
Still Marked by Signs.**

The palatial Kaiserin Auguste Victoria, the first of the crack German liners to arrive at this port since the beginning of the war more than four years ago, will be converted into a regular transport and will be used to help bring the army back from Germany. After being unloaded this morning, it was planned to take the liner across to the Brooklyn Navy Yard, where the necessary changes to increase her troop carrying capacity will be made. The six German officers who accompanied the ship across to teach the American crew the intricacies of its engine secrets will remain aboard the ship.

The Kaiserin Auguste Victoria left New York March 12, 1914, carrying many prominent Americans. When the war broke out she was bottled up in Hamburg, where she remained until last month, when she was allotted to America by the Allies in their distribution of enemy shipping. The vessel was taken to Brest, where she was loaded with 2,319 officers and men and 406 nurses, and, under the command of Capt. Frank Taylor Evans, son of Admiral "Fighting

Held Up by Fog.

Bob" Evans, sailed for America.

She left Brest April 8, and reached the Ambrose lightship yesterday morning. Because of the heavy fog, however, Capt. Evans dropped anchor and waited until late in the afternoon before bringing the vessel in, docking in Hoboken at 7 o'clock. The passengers were not disembarked until this morning.

The six German officers were under the command of Capt. Walter Dost, who wears an Iron Cross awarded him for his services in defending the German battleship Schleswig-Holstein. He expressed the appreciation he and his brother officers felt at the courteous treatment they had received at the hands of the Americans. He said that when peace was formally declared he hoped to reenter the transatlantic service.

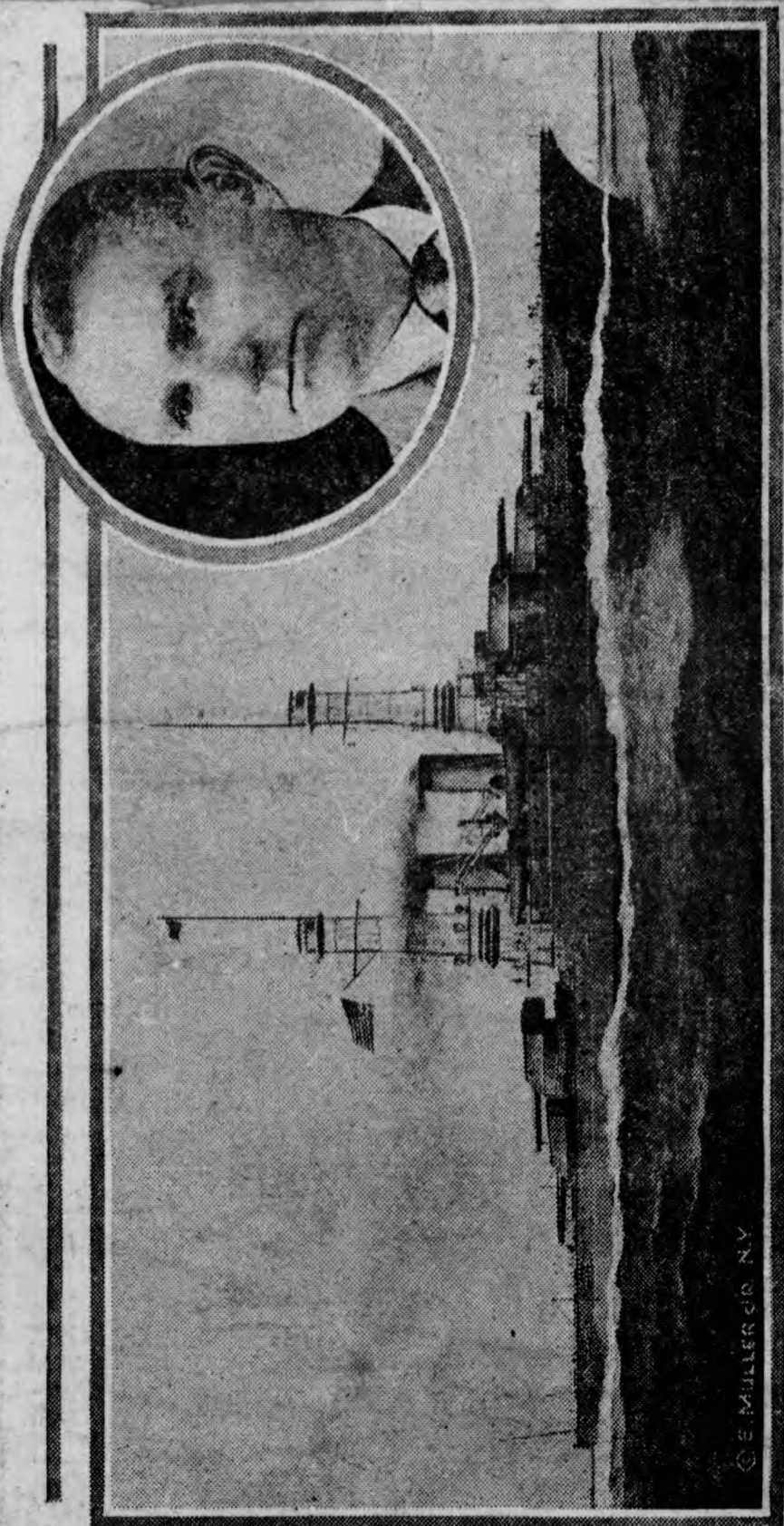
Big Liner Little Altered.

The Kaiserin has been altered but little since pre-war days. The German signs still remain about the vessel, and there is the Kaiser deck, the Crown Prince deck and the "Auguste Victoria" deck, and the vessel is practically the same as when, the largest passenger ship afloat, she first appeared in these waters. On the trip across, Capt. Evans said, they had easily obtained 17 knots speed, as compared with 17½, which was her peace time average. The top speed could have been reached, the captain thought, had he not been anxious to conserve his coal bunkers.

The Kaiserin brought the 141st Field Artillery complete, 38 officers and 1,254 men, two Brest convalescent detachments and nurses and casuals.

THE GLOBE AND COMMERCIAL ADVERTISER, NEW YORK, MONDAY, APRIL 28, 1919.

**Superdreadnought Tennessee, to Be Launched Here April 30, and
Governor Roberts, Who Will Come From South to Attend Ceremonies**



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Sun
April 18/19

GERMANS ON BIG LINER

Even Sun Apr 18/19
Officers Aid Crew of Kaiser-
in Auguste Victoria.

FEW CHANGES ON GREAT SHIP

'Kaiser' and 'Crown Prince' Decks
Still Marked by Signs.

The palatial Kaiserin Auguste Victoria, the first of the crack German liners to arrive at this port since the beginning of the war more than four years ago, will be converted into a regular transport and will be used to help bring the army back from Germany. After being unloaded this morning, it was planned to take the liner across to the Brooklyn Navy Yard, where the necessary changes to increase her troop carrying capacity will be made. The six German officers who accompanied the ship across to teach the American crew the intricacies of its engine secrets will remain aboard the ship.

The Kaiserin Auguste Victoria left New York March 12, 1914, carrying many prominent Americans. When the war broke out she was bottled up in Hamburg, where she remained until last month, when she was allotted to America by the Allies in their distribution of enemy shipping. The vessel was taken to Brest, where she was loaded with 2,319 officers and men and 406 nurses, and, under the command of Capt. Frank Taylor Evans, son of Admiral "Fighting

Held Up by Fog.

Bob" Evans, sailed for America.

She left Brest April 8, and reached the Ambrose lightship yesterday morning. Because of the heavy fog, however, Capt. Evans dropped anchor and waited until late in the afternoon before bringing the vessel in, docking in Hoboken at 7 o'clock. The passengers were not disembarked until this morning.

The six German officers were under the command of Capt. Walter Dost, who wears an Iron Cross awarded him for his services in defending the German battleship Schleswig-Holstein. He expressed the appreciation he and his brother officers felt at the courteous treatment they had received at the hands of the Americans. He said that when peace was formally declared he hoped to reenter the transatlantic service.

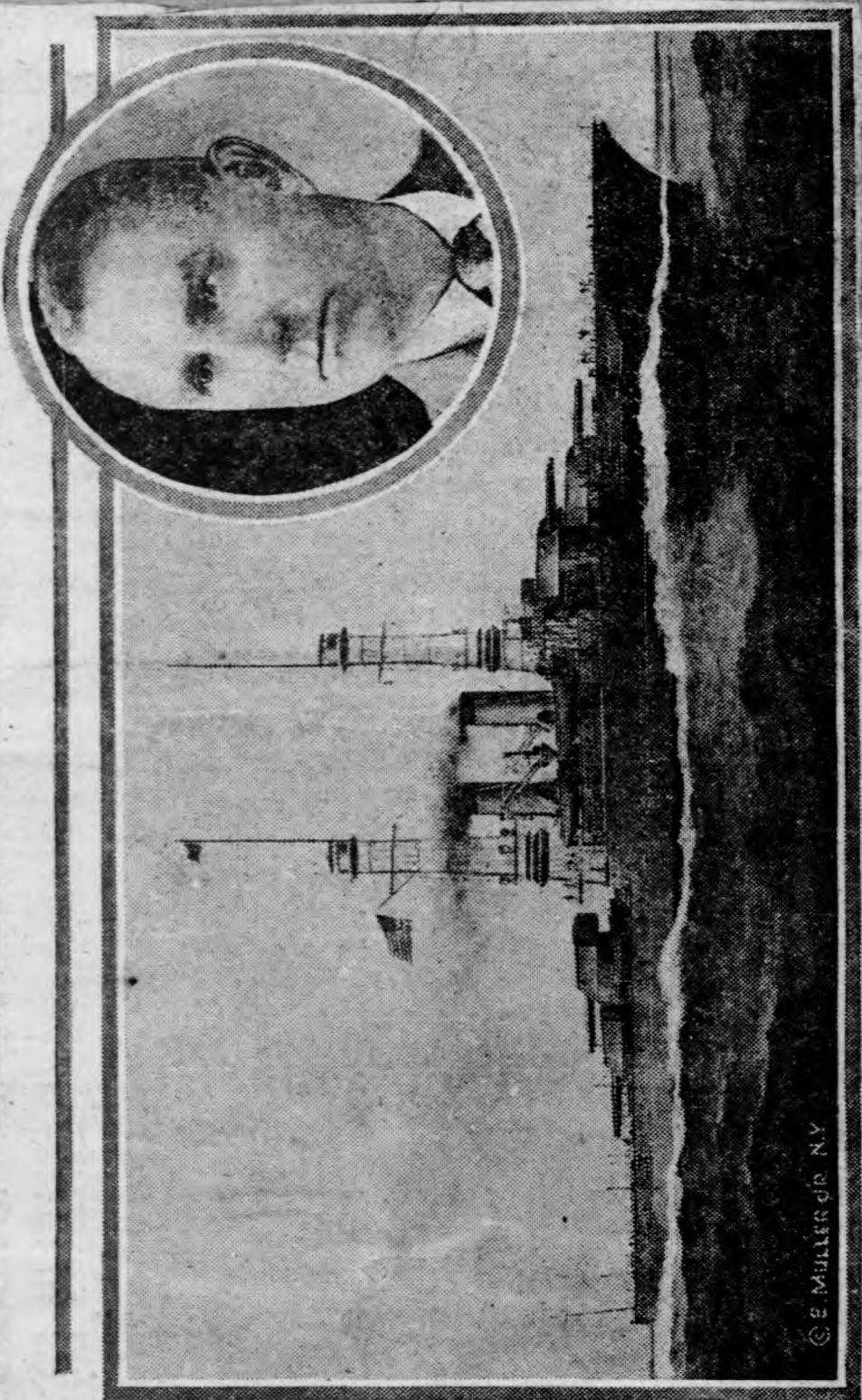
Big Liner Little Altered.

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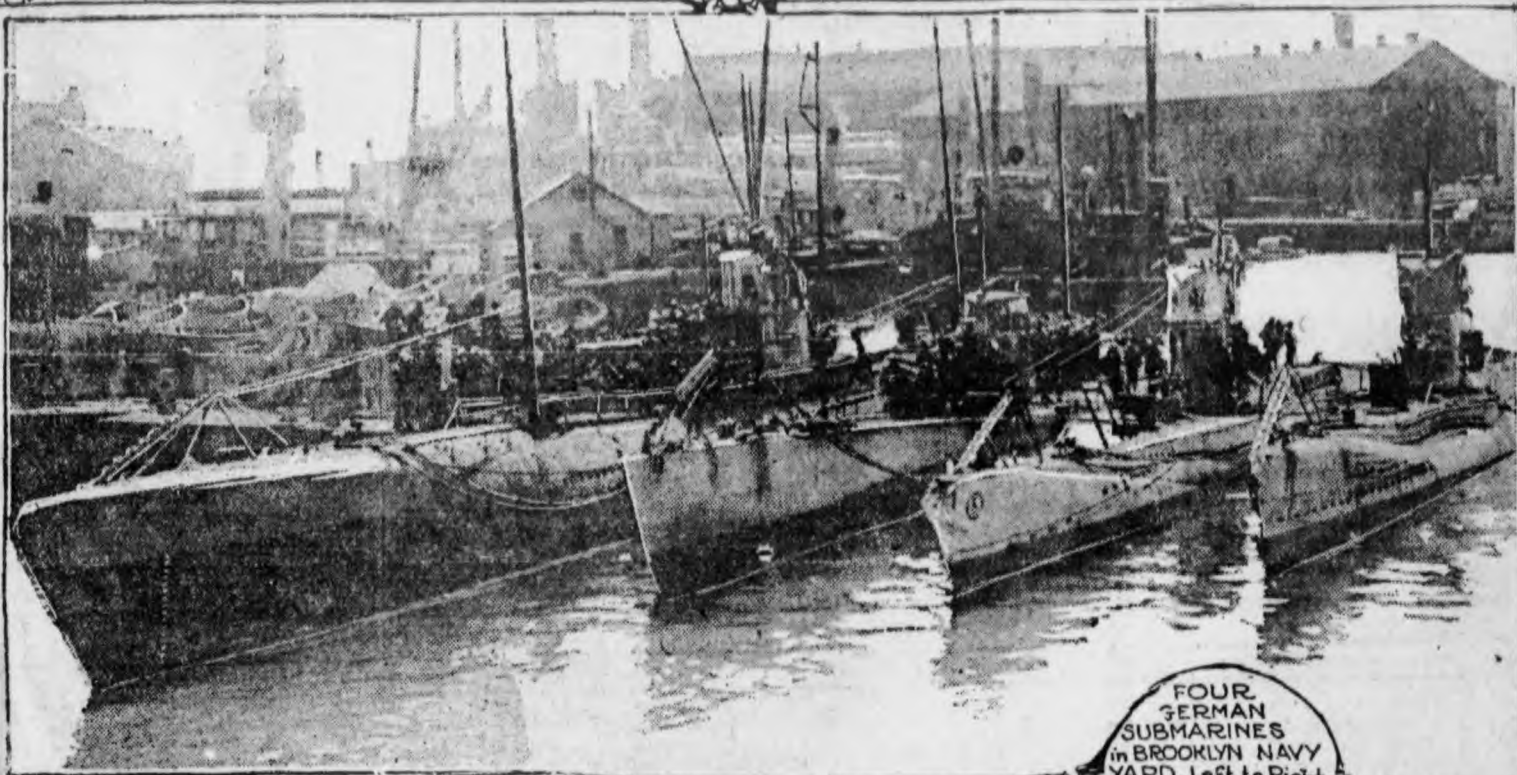
THE GLOBE AND COMMERCIAL ADVERTISER, NEW YORK, MONDAY, APRIL 28, 1919.

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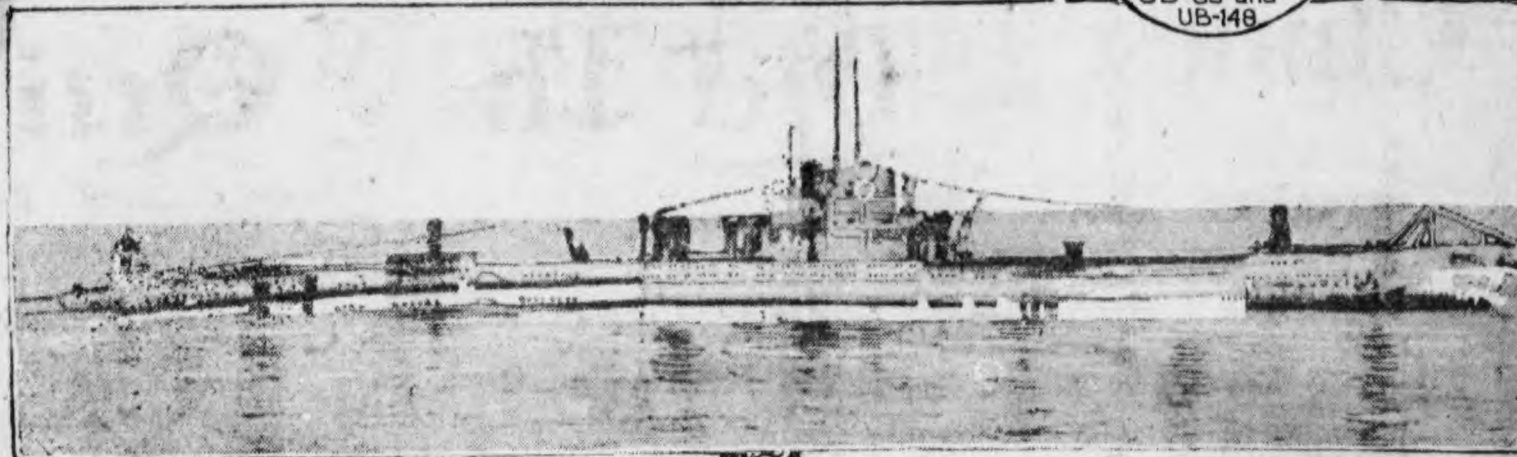


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SUBMARINES SURRENDERED BY THE GERMANS AFTER ARMISTICE, HERE TO TAKE PART IN VICTORY LOAN DRIVE



FOUR GERMAN SUBMARINES IN BROOKLYN NAVY YARD. Left to Right: U-117, UC-97, UB-88 and UB-148



UB-148 ENTERING the NAVY YARD

PHOTOS BY WORLD STAFF PHOTOGRAPHER YESTERDAY.

AMERICAN PLUCK SAVED THE UC-97

Surrendered German Submarine So Battered That Only Courage and Ingenuity Brought Her to Port.

Battered so severely by storms that her abandonment at sea was under consideration, the surrendered German submarine UC-97 came to the Navy Yard in Brooklyn yesterday only because the American determination of her officers and crew and the Yankee ingenuity of her engineers triumphed over seas that often threatened to founder the craft.

With the UC-97 arrived the UB-88 and the UB-148. The trio were accompanied by the mother ship Bushnell. They complete the flotilla sent here from Harwich, England, to take part in the Victory Loan campaign, the other members being the U-111, which arrived April 19, and the U-117, which reached here two days ago.

Because of the UC-97's crippled condition, Commander Conant Taylor, on the Bushnell, ordered her to the Navy Yard when the group reached the Narrows at daylight yesterday. The two others anchored off Tompkinsville until afternoon.

High Praise for Their Work.

Commander Taylor boarded the UC-97 at the Navy Yard and complimented Lieut. Commander Holbrook Gibson, skipper of the UC-97; Lieut. Commander Charles A. Lockwood, executive officer, Warrant Officer E. L. Keene and the others of her personnel of twenty their "splendid seamanship in a trying emergency." To reporters, Commander Taylor said: "It would have been impossible to get that submarine into New York Harbor but for the work of these officers and their men. They were spurred on by the feeling that by getting in without delay they would help the Victory Loan. At one time we considered her abandonment."

All five submarines of the flotilla were turned over to America at Harwich on March 15 by request of Secretary of the Treasury Glass. The British and Japanese had already obtained the pick of the surrendered U boat fleet, but enough were left to enable America to select representatives of all four types of Germany's undersea craft.

In the log of the UC-97 there appears this entry, the first ever written into a U boat record by America:

"U. S. S. ex-German submarine UC-97. Vessel brought down from mooring buoys at Harwich by British naval tugs and secured alongside the U. S. S. Aphrodite, acting tender, March 15, 1919."

Were Separated at Sea.

All started out April 3. In storms at sea the U-111 and the U-117 became separated from the others. Those came in separately, too. The three that remained in the group with the Bushnell struck heavy weather at the outset. Severe seas continued for most of the passage.

On the UB-148, Lieut. Commander Harold Smith was in charge. Lieut. Commander J. L. Nielson commanded the UB-88.

On April 10 sea conditions were so bad that the group put in at Ponta Delgada, in the Azores, where Portugal has granted our navy base privileges. There they remained two days, taking on fuel and provisions.

With the coming of better weather on April 12, the craft started out again. The rollers seemed to pick out the UC-97 as their particular target, though none of the others escaped a sea-lashing. At the Navy Yard yesterday there were plentiful indications of the UC-97's tough experiences. Because she could do only nine knots the Bushnell and the other submarines had to slacken speed to hold pace with their struggling companion. All were on the surface.

Ready to Abandon Her.

Last Friday's sea storm caused the UC-97 to develop engine trouble. The Bushnell signalled that if the UC-97 could not make port she was to be abandoned, her officers and crew to come aboard the Bushnell. Lieut. Commander Gibson wigwagged back the reply that he would make New York under the boat's own power, declining the tow offered.

On that day the destroyer Cham-

plain came up. Her aid, however was not needed, Lieut. Commander Gibson signalled.

With the arrival of the last three members of the flotilla yesterday came word that at Harwich there has been turned over to America the U-140 also. This craft, however, will not be brought over for the loan.

The officers and crews of the submarines now here do not know whether they will continue with the U boats after the campaign. The craft, though manned by the navy, are for the present under jurisdiction of the Treasury Department, it was explained, and have not yet formally been placed on the navy's roster.

Where They May Be Seen.

One of the UB boats is to be shown along the Hudson River and at Bridgeport and other Long Island Sound cities. The other will be sent southward. The UC will go to the Great Lakes.

The UB is a small type, designed for coast operations. It carried a small crew, guns of small calibre and a dozen torpedoes. The two UB boats arriving yesterday were of the fleet that operated from Ostend and Zeebrugge. This group ceased to work when the British blocked those bases.

The UC type is a mine layer, and the 97, because she operated between Block Island and Hampton Roads and because of papers found on her, is believed by navy officers to have laid the mine that destroyed the American cruiser San Diego off Fire Island.

This type carried eighteen mines, three torpedo tubes, six torpedoes and a medium-sized gun forward. The mines were carried in chutes forward and dropped while going ahead either on the surface or submerged, the boat passing over the mine after it had been planted and before it had risen to its predetermined height.

Made North Sea Perilous.

Many of this type operated from Ostend and Zeebrugge, sowing the North Sea with mines. A few were based at Pola and Kiel, operating off the French, English, Irish and Italian coasts.

The U-140, still abroad, is one of seven of that kind. These are the largest submarines in the world. Though the U-140 was not in commission when the armistice was signed, a few of this class were commissioned last summer and operated off the Bay of Biscay, the Azores and our own coast.

The U-140, which will be towed to America, has a radius of 25,000 to 30,000 miles and a knottage of from 16 to 19 on the surface and of nine submerged. Her gross tonnage is 3,200. This type, which was convertible into merchant service, carried two six-inch and two four-inch guns, eight torpedo tubes and thirty torpedoes. It was capable of carrying provisions for four or five months.

HIS TANK ACCIDENT MILD TO A SOLDIER

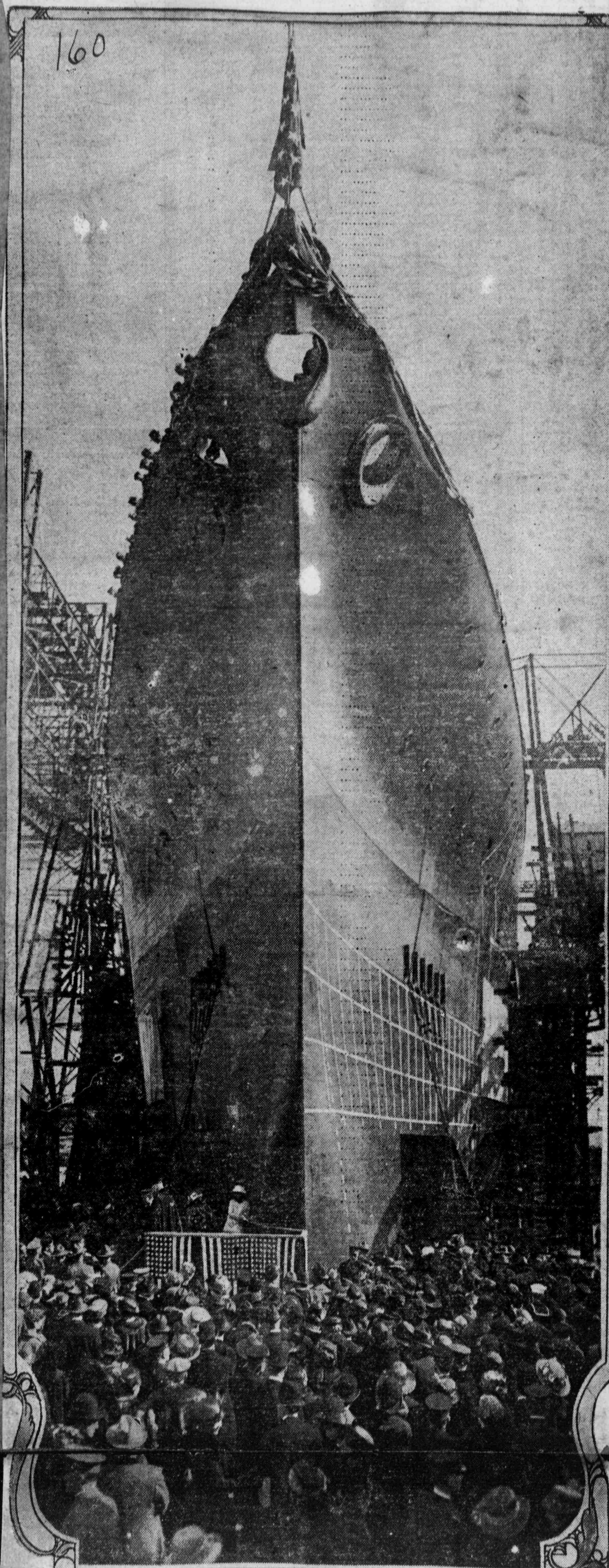
Weiss, Imprisoned by Whippet's Capsizing, Says He Had Like Mishap Abroad.

One of the whippet tanks touring New York State on behalf of the Victory Loan turned over on a steep hill yesterday at Hastings, N. Y., imprisoning Private Harry H. Weiss of the 301st Heavy Tank Battalion.

"That's nothing," said Weiss after his companions had pulled him out, slightly bruised but otherwise uninjured. "The same thing happened to me when I was with one of the heavy tanks going toward the German trenches in the Cambrai-St. Quentin sector with the 27th Division. I just stayed there and kept on firing the machine gun until they rescued me."

Lieut. Griswold Hadwood, in charge of the whippets, confirmed the story. The accident happened after the two tanks had thrilled a large crowd on the parade grounds by climbing hills and crossing ditches. A hole concealed on the far side of the hill caused Weiss's machine to capsize. The crowd subscribed for \$20,000 of Victory Notes.

GIANTESS OF FLEET, THE TENNESSEE, LAUNCHED IN VIEW OF THOUSANDS



The United States battle ship Tennessee, which when completed will be the world's largest and most powerful dreadnought, was launched yesterday morning at the New York Navy Yard in Brooklyn.

Thirty thousand civilians, who had been admitted into the yard for the first time since the declaration of war on April 6, 1917, joined the naval gathering of naval and civil officials cheering the descent of the sea monster into the murky East River.

A hitch or a jar marred the smooth way with which the great vessel glided down the ways after she had been sponsored by Miss Helen Roberts, six-year-old and pretty daughter of Governor of Tennessee. Governor H. Roberts was accompanied by military staff, their families and nearly fifty prominent citizens of the State.

Three facts are noteworthy concerning the Tennessee, irrespective of the gala occasion of her launching. She was built entirely during the war by the patriotic artisans of Brooklyn, who worked day and night upon her; she looked upon by naval authorities as "unsinkable" and torpedo proof, and the last first line vessel of the American navy to be named as a bottle of champagne is spattered across her bows in the time honored custom.

No other big battle ships are due for launching before July 1, and it appears that the naval regulation that vessels are to be sponsored with champagne cannot be enforced after that date.

Thousands Watch from Yards.

Besides employees of the yard—22,000 of them—who watched the launching from the ground, hundreds of persons of prominence and friends of the Navy Yard officials thronged a stand that had been erected high up under the curving bow of the dreadnought. Thousands of others lined the ways and crowded out upon the nearby pier.

Even out upon the Williamsburg Bridge toward which the great ship headed after she struck the water, were hundreds of spectators who witnessed the descent from that point.

As soon as Captain W. G. Isaacs, chairman of the yard, had recited the invocation that precedes the launching of a naval vessel, Miss Roberts, accompanied by one of her fifteen maids of honor, Miss Mildred Welch, her schoolmate, rose in the grand stand. Miss Roberts wore a white wool jersey suit, a hat of white Milan straw and georgette crepe, white slippers and a black furpiece. She carried American beauties. Her chum carried pink roses and wore a suit of blue wool jersey, black hat and white slippers. Miss Roberts was joined by her father and Andrew L. Todd, speaker of the Tennessee State Senate; Rear Admiral John F. McDonald, commandant of the New York Navy Yard; Rear Admiral James H. Glennon, commandant of the Third Naval District, and Franklin D. Roosevelt, acting Secretary of the Navy.

Almost immediately the ship started to move as dull pounding indicated that workmen were knocking out the "key-piece," the last block of wood that prevented the steel hulk from sliding into the river. Miss Roberts smashed the bow with the bottle dangling at the end of a tricolored rope.

Warcraft Salute Sister Ship.

Whistles in the Navy Yard, on board the warcraft moored there, and in the factories throughout the Brooklyn manufacturing district opened full blast in a basso profundo that could be heard for miles.

And through all the tumult of sound could be discerned the strains of the "Star Spangled Banner," played by the Navy Yard Band.

Snorting tugs that for half an hour had been keeping water traffic away from the part of the river opposite the Navy Yard moved toward the big red and gray painted hulk and towed the Tennessee to the Cob Dock to be fitted out.

After the launching the guests from Tennessee went to the quarters of Admiral McDonald for luncheon and last night held a dinner in the Hotel Pennsylvania.

The military men on Governor Roberts' staff include Major General M. C. McGarron, Major General L. D. Smith, Colonel A. B. Humphreys, Colonel Caesar Thomas, Colonel T. W. Wrenne, Colonel A. G. Maxwell, Colonel Eli Riddesheimer, Colonel J. M. Bracken, Colonel C. H. Bacon, Colonel S. E. Cleage, Colonel G. C. Davis, Colonel F. L. Pittman, Major Walter Hale and Captain George Welch, Jr.

Other persons of prominence in the assemblage were Rear Admiral Rodman, Captain Casey R. Morgan, representing Vice Admiral Albert Gleaves; R. A. C. Smith and Senator William M. Calder.

Will Displace 32,300 Tons.

The Tennessee's total displacement, when her turrets, superstructure, decks and interior fittings and guns are added, will be 32,300 tons. She is 624 feet over all and has a beam of ninety-seven feet five and three-fourths inches. Her mean draught will be thirty feet six inches.

The ship will be oil burning, and her giant turbines will be driven by electricity. Her indicated horsepower is 28,000 and she is expected to make a speed of twenty-one knots.

Rear Admiral George Eli Burd, construction officer at the Navy Yard, and George N. Rock, naval constructor, were the designers of the superdreadnought. Her main battery will consist of twelve 14-inch guns, mounted in four turrets.

Evening Sun May 12/19

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HURLEY BOARD ALLOTS 128 SHIPS FOR SOUTH AMERICA

Continued from Twelfth Page.

ration of the service will have to wait upon vessels to be built after the best fashion of the American ship yards.

Following is a list of steamships which the Shipping Board has allocated to South American trade:

Name.	Type.	D.W.Tons.	Port of Call.	Cargo.
Ardmore.	Tanker.	11900.	San Pedro-Pisagua.	Oil
Bantu.	Cargo.	6568.	New York-Paiti, Arica, etc.	General
Belvidero.	Cargo.	7420.	New York-Rio de Janeiro.	General
Benjamin Brewster.	Tanker.	8255.	San Francisco-Pisagua.	Oil
Blran.	Cargo.	5025.	Rio de Janeiro-Havre.	Coffee
Botsford.	Wood Cargo.	3500.	Baltimore-Callao.	Coal
Buhisan.	Wood cargo.	3500.	Baltimore-Callao.	Coal & coke
Castle Point.	Cargo.	5000.	Baltimore-Antofagasta.	Coal
Cauto.	Cargo.	5200.	New York-Rio de Janeiro.	General
Charlton Hall.	Cargo.	7830.	New York-Rio de Janeiro; Santos.	General
Columbia.	Cargo.	2900.	Norfolk-Iquique.	Coal
Croster Hall.	Cargo.	7300.	New York-Montevideo.	General
Crofton Hall.	Cargo-Pass.	8023.	New York-Buenos Aires.	General
Dallana.	Wood cargo.	4000.	Norfolk-Arica.	Coal
Dallas.	Cargo.	7300.	Norfolk-Rio de Janeiro.	Coal
Edith.	Cargo.	4000.	Baltimore-Santos.	Coal
Faith.	Cargo.	5146.	New York-Rio de Janeiro.	Coffee
Freeman.	Concrete Frt.	4500.	New York-Callao.	General
Garibaldi.	Cargo.	5548.	Rio de Janeiro-Barbados.	Ore
Glen White.	Cargo.	5025.	Santos-New York.	Coffee
Governor John Lind.	Cargo.	8686.	Norfolk-Rio de Janeiro.	General
James S. Whitney.	Freighter.	5040.	New York-Rio Grande do Sul.	Pipe
Jean.	Cargo.	4855.	Canal-Valparaiso.	Coffee
Juneau.	Cargo.	3632.	Rio de Janeiro-New York.	Copper
Keresan.	Cargo.	7870.	New York-Buenos Aires.	General
Lake Butler.	Cargo.	2875.	Norfolk-Pernambuco.	General
Lake Dunmore.	Cargo.	4185.	New York-Pernambuco.	General
Lake Maurepas.	Cargo.	3270.	New York-Santos.	General
Major Wheeler.	Cargo.	5180.	New York-Rio de Janeiro.	General
Manzanillo.	Cargo.	2700.	Santos-London.	Coffee
Matanzas.	Cargo.	4335.	New York-Santos.	General
Matinecock.	Tanker.	11080.	Rio de Janeiro-Tuxpan.	General
Middlebury.	Cargo.	4000.	Newcastle, Aus.-Callao.	Coal
Middlesex.	Cargo.	7900.	Baltimore-Montevideo.	Coal
Mineola.	Cargo.	3954.	Norfolk-Bahia.	Coal
Mohegan.	Cargo.	1022.	New York-Bahia, Rio de Janeiro.	General
Mount Baker.	Motor ship.	4200.	At Valparaiso, repairing.	General
Munaires.	Cargo.	7330.	La Plata-New York.	General
Mundelta.	Cargo.	7700.	Mobile-Buenos Aires.	General
Mundies.	Cargo.	7330.	New York-Buenos Aires.	General
Munplace.	Cargo.	5150.	New York-Rio de Janeiro.	General
Munsono.	Cargo.	5150.	New York-Montevideo.	General
Panuco.	Tanker.	4000.	Montevideo-Ramallo.	General
Panuco.	Cargo.	5200.	New Orleans-Montevideo.	General
Pawnee.	Cargo.	7300.	Rio de Janeiro-New Orleans.	General
Point Judith.	Cargo.	7360.	Norfolk-Rio de Janeiro.	Coal
Puget Sound.	Cargo.	7475.	New Orleans-Montevideo.	General
R. S. Warner.	Cargo.	4250.	Norfolk-Rio de Janeiro.	General
Republic.	Cargo.	6700.	New York-Antofagasta.	General
Rosali Mahoney.	Cargo.	1200.	Baltimore-Peru.	Coke
Sacandaga.	Cargo.	7500.	New York-Callao, Antofagasta.	General
Saccarappa.	Cargo.	7500.	Newport News-Rio de Janeiro.	Coal
Sac City.	Cargo.	7500.	Norfolk-Montevideo.	Coal
Sacramento.	Cargo.	7462.	Mobile-Buenos Aires.	Coal
Saguache.	Cargo.	7500.	Norfolk-Mejillones.	Coal
Saint Frances.	Cargo.	8350.	Colonel-Canal.	General
Salto.	Cargo.	7225.	Rio de Janeiro-New York.	General
Santa Alicia.	Freight-Pass.	3600.	Talara-San Pedro.	Ore & Nitrate
Santa Clara.	Cargo.	4142.	New York-Rio de Janeiro.	General
Santa Elena.	Motor ship.	1920.	At Callao, repairing.	Sugar
Santa Flavia.	Motor ship.	2100.	Quayaquil-New York.	General
Santa Luisa.	Freight&Pass.	4986.	New York-Arica, Callao.	General
Santa Rita.	Cargo.	2600.	San Francisco-Valparaiso.	General
Santa Rosalia.	Cargo.	8715.	New York-Montevideo.	General
Santa Tecla.	Cargo.	3954.	New York-Callao, Guayaquil.	General
Satsuma.	Cargo.	7472.	New York-Montevideo.	General
Stephen R. Jones.	Cargo.	7500.	Norfolk-Rio de Janeiro.	Coal
Suffolk.	Cargo.	8000.	Baltimore-Montevideo.	Coal
Vindal.	Cargo.	1600.	New Orleans, Trinidad.	General
W. M. Tupper.	Cargo.	2000.	Havana-Buenos Aires.	General
Waukesha.	Cargo.	3863.	Baltimore-La Plata.	Coal
West Zula.	Cargo.	8800.	New York-Bahia, Blanca.	General
William A. McKenney.	Cargo.	9500.	New York-Montevideo-Buenos Aires.	General
Winnebago.	Cargo.	7300.	Rio de Janeiro-New Orleans.	Coffee

75-Total..... 410017

AMERICAN SAILING VESSELS OF 1,000 GROSS TONS AND OVER IN SOUTH AMERICAN TRADE.

Name.	Type.	D.W.T.	Port of Call.	Cargo.
Augusta G. Hilton.	Sch.	2343.	Norfolk-Brazil.	Coal
Belmont.	Bk.	2400.	New York-Campana.	Coke Oil
Daylite.	Aux. Sch.	3000.	Santos-New York.	Coffee
Benj. A. Van Brunt.	Sch.	1600.	Buenos Aires-New York.	General
Blanch H. King.	Sch.	1700.	Norfolk-Buenos Aires.	Coal
Callao.	Bk.	1800.	New York-Buenos Aires.	General
Calumet.	Sch.	3000.	Rio de Janeiro.	General
City of Guip.	Aux.	1700.	Buenos Aires-Cette.	General
Clara A. Donnell.	Sch.	3700.	Montevideo.	General
Cora F. Cressy.	Sch.	2400.	Norfolk-Rio de Janeiro.	Grain
Courtney C. Houck.	Sch.	2608.	New York-Buenos Aires.	General
D. H. Rivers.	Sch.	3000.	Montevideo.	General
Dawnlite.	Aux. Sch.	3000.	New York-Bahia.	Oil
Dunham Wheeler.	Sch.	3000.	Santos-New York.	Coffee
Eagle Wing.	Sch.	1900.	Santos-Newport News.	Coffee
Edith.	Sch.	2000.	Buenos Aires-New York.	General
Edna M. McNight.	Sch.	2000.	Norfolk-Rio de Janeiro.	Coal
Edward Sewall.	Sp.	3800.	Buenos Aires.	General
Eleanor A. Percy.	Sch.	5100.	New York-Buenos Aires.	General
Estelle Krieger.	Sch.	1750.	Norfolk-Rio de Janeiro.	Coal
Eva B. Douglas.	Sch.	1600.	Bahia-New York.	Ore
Evelyn.	Aux. Sch.	2670.	San Pedro-Callao.	Lbr. and Ore
Frederic A. Duggan.	Sch.	1700.	Norfolk-Buenos Aires.	Coal
Gardiner G. Deering.	Sch.	3000.	Norfolk-Bahia.	Coal
Harry G. Deering.	Sch.	2000.	Norfolk-Rio de Janeiro.	Coal
Henry W. Cramp.	Sch.	2400.	Norfolk-Rio de Janeiro.	Coal
Fred W. Thurlow.	Sch.	1800.	Rio-Boston.	General
Henry F. Kregier.	Sch.	1850.	Buenos Aires-Cette.	General
Hesper.	Sch.	2000.	Norfolk-Santos.	Coal
Jane Palmer.	Sch.	4600.	Buenos Aires-New York.	Linseed
Jesse G. Noyes.	Sch.	2000.	Rio-New Orleans.	Coffee
Lewis H. Goward.	Sch.	1800.	Savannah-Para.	Fertilizer
Luther I. Little.	Sch.	1900.	Rio-Cape Hall.	Logwood
Mary F. Barrett.	Sch.	2500.	Norfolk-Rio.	Coal
Maryland.	Aux. Sch.	2900.	Port Arthur-Para.	Oil
Maud M. Morey.	Sch.	2100.	Norfolk-Rio.	Coal
Moonlite.	Aux. Sch.	3000.	Norfolk-Rio Grande.	Oil
Mount Ranier.	Aux. Sch.	3800.	Brunswick-Santos.	Coal
Nancy Hanks.	Sch.	1700.	Table Bay-Buenos Aires.	General
Northland.	Sch.	2900.	Buenos Aires-Cette.	General
Oakley C. Curtis.	Sch.	3500.	Norfolk-Montevideo.	Coal
Pauline.	Aux. Sch.	2700.	Iquique-Honolulu.	General
Perry Setzer.	Sch.	2000.	New York-Buenos Aires.	General
Richard T. Green.	Sch.	2250.	Baltimore-Buenos Aires.	General
Ruth E. Merrill.	Sch.	4500.	New York-Buenos Aires.	General
Samuel W. Hathway.	Sch.	1550.	Pernambuco-Norfolk.	General
Santino.	Aux. Sch.	3800.	Valparaiso-Cette.	General
Snowden.	Bk.	1600.	Buenos Aires.	General
Starlite.	Aux. Sch.	3000.	Santos-New York.	General
Twilite.	Aux. Sch.	3000.	New York-Santos.	Oil
Wills A. Holden.	Sch.	1780.	Rio de Janeiro.	General
William Taylor.	Sch.	1800.	Buenos Aires-Cette.	Wheat
Windrush.	Bk.	2300.	Rosario-Boston.	General

53-Total..... 132361

75 Total of American steamers..... 417,347 D. W. Tons

53 Total of American schooners..... 132,361 D. W. Tons

128-Grand Total

549,708 Grand Total



EDWARD
N.
HURLEY
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& EWING

Chairman of the United States Shipping Board.

Observer
July 5/19

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U. S. S. General Gorgas.
Editor Hudson Observer.
Would you kindly print in your paper when the U. S. S. General Gorgas is to arrive in this country and what port she is to dock at.
A COUSIN.
Due Newport News on July 4.—Ed.

U. S. S. Mongolla.
Editor Hudson Observer.
Can you tell me something about the U. S. S. Mongolla? Where is she now and when is she expected in? Also, will she dock at Hoboken or North River or thereabouts? Will look for your answer in the columns of Hudson Observer.
M. A.
The U. S. S. Magnolia left St. Nazaire June 26. Due at Boston July 5.—Ed.

Observer
Dec. 29/19

BRITISH TAKE OVER SEVEN GERMAN SHIPS

The Stars and Stripes were lowered yesterday from the peaks of seven German steamers in New York harbor and in their stead the British flag was hoisted with scant ceremony and no loss of time.

The American crews slipped silently over the side and ashore as British crews swarmed aboard. The Americans glanced back, for the most part stoically, at the newly allocated liners. The British, for the most part, tried to suppress grins of pleasure at coming into possession of the big vessels.

Four of the ships turned over to Britain are lying off the Army Base at the foot of Fifty-eighth street, Brooklyn. They are the Kaiserin, Auguste Victoria, Leppelin, Mobile, formerly the Cleveland, and the Cape Finisterre. Other vessels which passed under the British jack are the Graf Waldersee, at Brady's dock, Staten Island; the Pretoria, at Martin's dock, Staten Island, and the Prinz Friedrich Wilhelm, off Riverdale, in the Hudson.

Telegram
Sept 25/19

ALLIES SEIZE 12 U. S. SHIPS AS GERMAN PROPERTY

Despite their recognition by the Allied Commission at Brussels as American vessels, twelve ships, operating under orders of a German subsidiary of the Standard Oil Company of New Jersey, and valued at more than \$10,000,000, have been ordered to proceed to the Firth of Forth from the German ports, in which they now are anchored, for the purpose of allocating them among the Allied and associated nations.

The representative aboard of the Standard Oil has just conveyed this information to the company. He says the allocation order has been arbitrarily ordered by the president of the Naval Armistice Commission, although they are not subject to seizure as German shipping.

Protests against the action are being made by the Standard Oil Company through the United States State Department and the Shipping Board.

Flew German Flag.

The vessels in question were part of the assets of the Deutsche-Amerikanische Petroleum Gesellschaft, a subsidiary company of the Standard Oil, and prior to the war they flew the German flag. With the outbreak of the war in 1914 they were held in German ports to prevent possible seizure by Great Britain and her allies.

The claim of American ownership, the Standard Oil Company asserts, was recognized by Great Britain early in the war, as certified by its return of one of the fleet seized on the high seas. To avoid complications, however, the ships in German ports were held there, and with the entry of the United States into the war the German government evidently recognized them as the property of a German corporation and they were not molested.

When the armistice was signed the Standard Oil Company, through its representatives, put in its claim for its property, which claim, as stated, was then recognized, and the company ordered the vessels manned and brought to American waters. Before this could be done, however, the decision of last March was upset by the Naval Armistice Commission.

70,000 Deadweight Tons.

The vessels are the Mannheim, the Hehos, the Sirius, the Pawnee, the Niobe, the Hera, the Loki, the Wotan, the Wilhelm A. Riedmann and three new ships which were under construction in 1914. It is also understood that if they are allocated among the owners the division will be approximately as follows in tons:—France, 22,000; Italy, 16,000; Belgium, 12,000; Great Britain, 12,000, and the United States, 4,000.

Cable advices from Paris Tuesday said that Frank L. Polk, head of the American delegation to the peace conference, was endeavoring through the Supreme Council to have eighteen tank ships assigned to Germany for use in shipping oil from the United States for German industries. It was also stated that the representatives of the five Powers had agreed to let Germany have these ships, but that the Supreme Economic Council at Brussels last week ordered Germany to turn the vessels over to the Allies.

Observer
Sept 20/19

CUNARD LINE LEASES A WEEHAWKEN PIER

The 1,000-foot pier recently erected by the New York Central Railroad, south of the railroad station in Weehawken, has been leased by the Cunard Steamship Company. This pier will be used for the smaller steamers of the line, both for passenger and freight service. Necessary changes are already being made in the construction of the pier, several floating bridges used in loading lighters are being removed.

According to report, \$300,000 is to be spent in bringing the mammoth pier up to the requirements of the ocean liners. The pier is being widened five feet along its entire length. The Phoenix Construction Company has started work on the change in the pier.

Current Events.
June 20/20

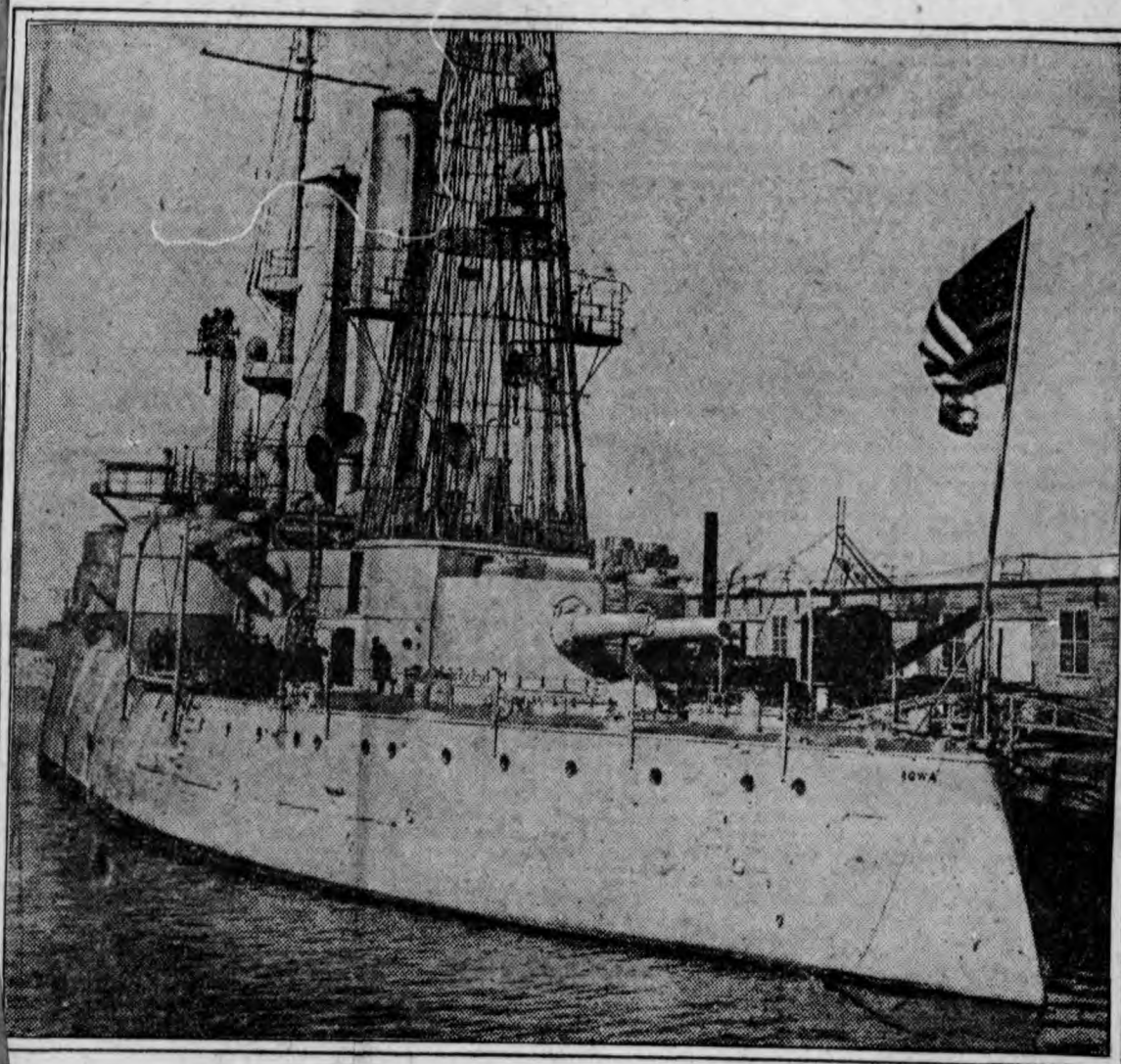
163

What nation has the largest ship?
Ans.—The United States now has. It was the German steamer "Fatherland," but its name has been changed to "Leviathan."

SUNDAY MORNING, 'AUGUST 1, 1920

PUBLIC LEDGER—PHILADELPHIA,

Famous Battleship Goes to Her Doom



Ledger Photo Service....

The Iowa, now lying at her dock at League Island, awaiting the orders which will send this historic vessel, which figured conspicuously in the victory of Santiago, to the bottom of the sea. The Iowa is to become a moving target, so that other war vessels may fire at her under conditions as near to actual battle as possible. Her movements will be controlled by radio until the final shot that sends her down to "Davy Jones's locker"

The Evening Post SEPTEMBER 15, 1920.

THE OLD INDIANA IS TO BE A TARGET

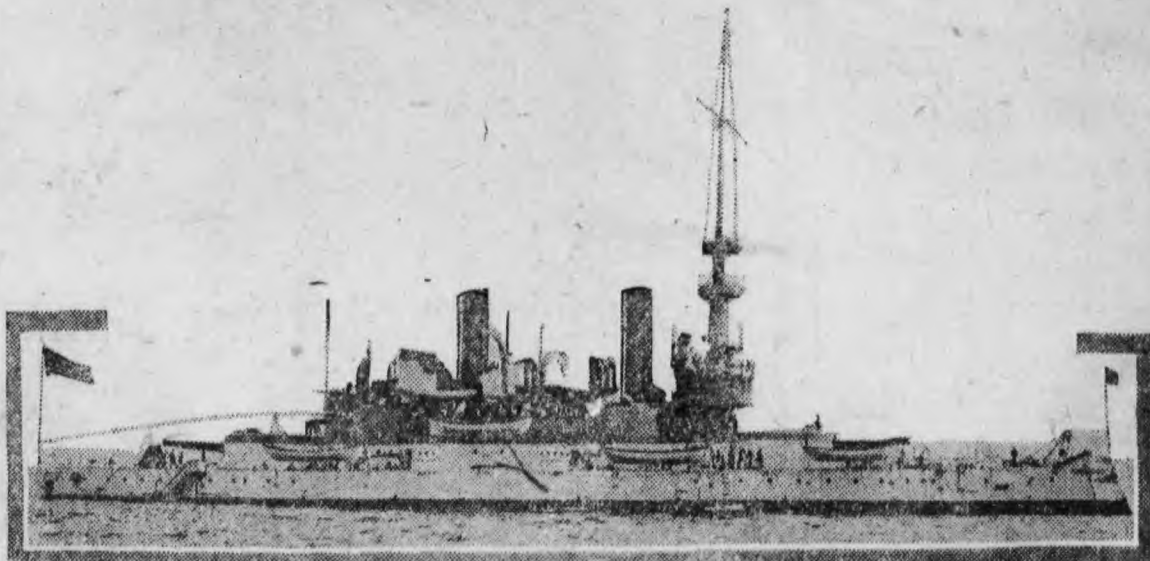


Photo (C) by Keystone View.

She is to be bombed by airplanes, to ascertain how easily they can sink a battleship. Thus her twenty-five years' service is to end. She helped destroy Cervera's squadron in 1898. It was rather a one-sided naval battle—but, as T. R. would have said, it was all the battle we had. However, sentiment is not allowed to interfere with the progress of a modern navy. Old Ironsides remains; one Old Steel-Sides after another is scrapped or shot to pieces.

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Sun Oct 13/20

Planes Bomb U. S. S. Indiana

Her Decks Strewn With Wreckage, but Old Battleship Still Floats.

Special Despatch to THE SUN.

NORFOLK, Va., Oct. 13.—Bombed from the air by five navy planes, the decks of the battleship Indiana to-day are strewn with wreckage, twisted steel and bits of shells, but the former pride of the American Navy is still afloat.

The Indiana was subjected to bomb attacks yesterday in Lynnhaven Bay and she will be attacked again tomorrow. Five big navy planes of the F-5-L type were sent out to attack the ship. Twenty-five bombs in all were dropped from the air and were intended to fall on the deck of the Indiana. Some of them did not hit the ship.

The weather was not altogether ideal for the experiment and as a consequence only about one-fourth of the number of bombs taken out by the aerial squadron were dropped.

Five of the bombs, according to reports received here, hit the target squarely and tore up a part of the deck. The Indiana's stacks were struck and penetrated by flying pieces of steel from the exploded shell.

The Indiana was moving about ten miles an hour during the bombardment. No one was on board, but she was under wireless control, and her movements were directed from the radio room of the battleship Ohio, which steamed along at a distance of about five miles.

The airplanes went after the ship in battle formation. Then they separated and in single file attacked from all points, north, east, south and west.

The famous old ship as she passed under each plane was subjected to fire. Sometimes the bombs hit her sides and sometimes they fell into the sea. The ship was never able to get away from the enemy in the air. As fast as she passed one plane another would meet her and attack. The radio operator on the Ohio sent the Indiana first in one direction and then another, but everywhere she went there was the plane overhead.

It is said that more than 100 bombs will be dropped from the air at the Indiana to-day. She has not been materially damaged so far. Before to-

night, however, she is expected to be resting on the bottom of Lynnhaven Roads, which is just inside the Virginia Capes.

The supply ship Eagle, attached to the bombing squadron, carried many naval experts to the scene to witness the tests.

THE SUNDAY CALL.

JANUARY 23, 1921.

Four Smokestacks.

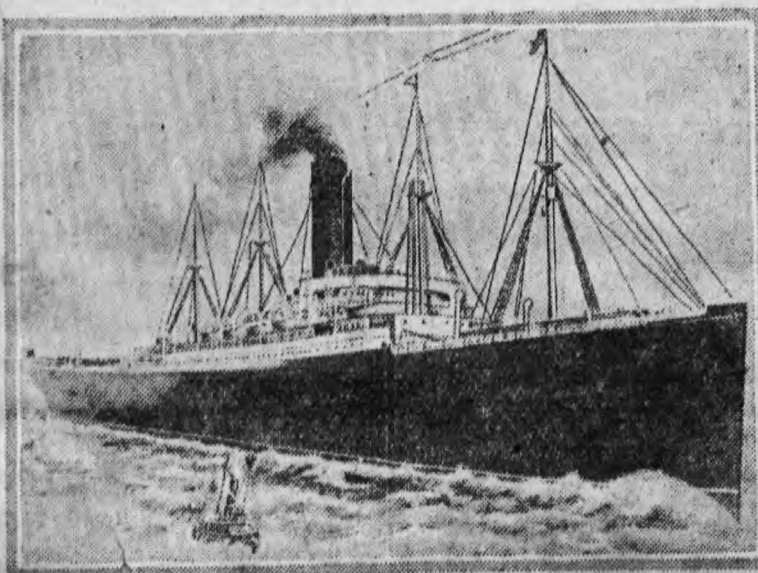
Sir—When was the first Transatlantic passenger steamer having four smokestacks built? What was its name and what line did it belong to?

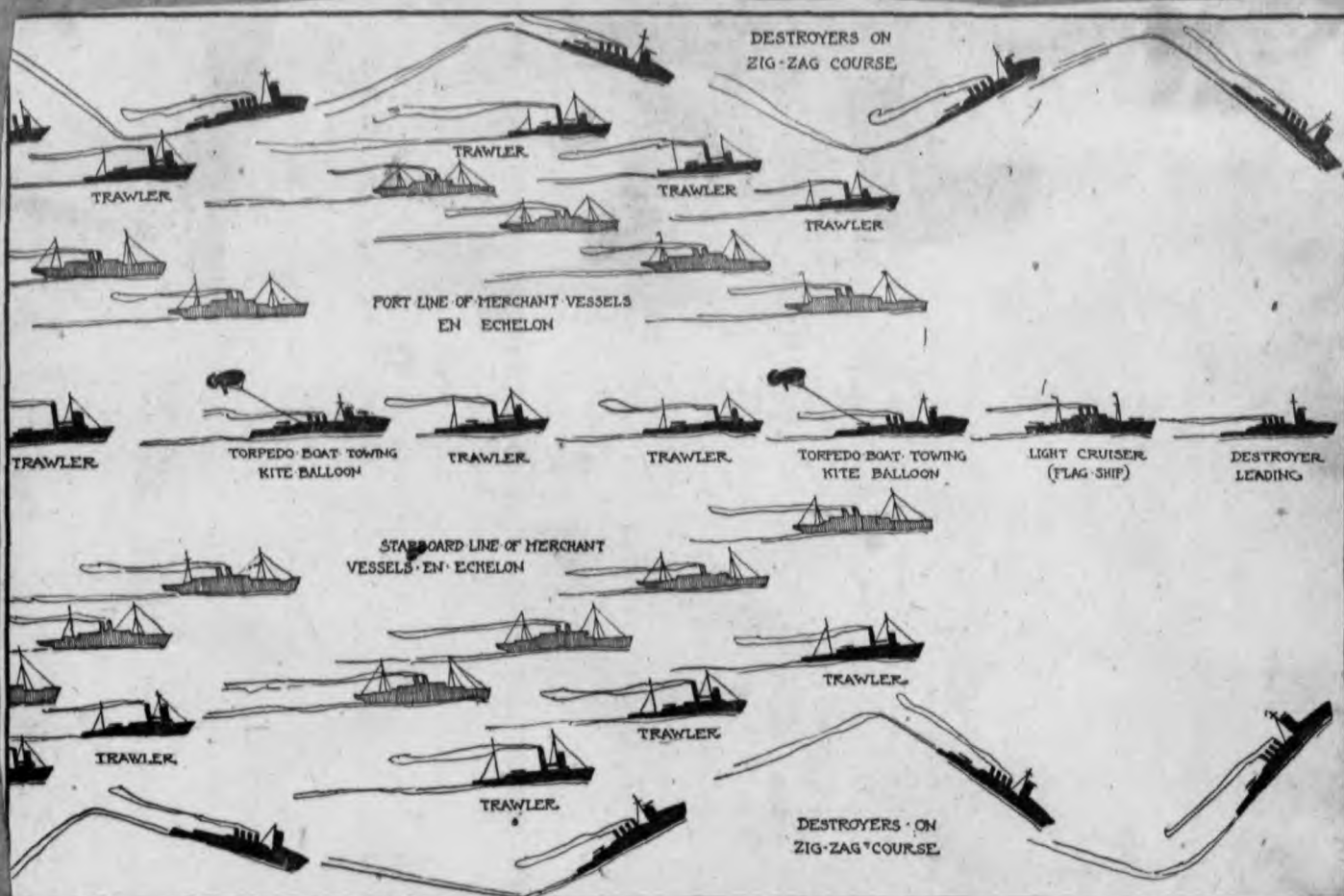
E. H. COLLINS.

According to the Maritime News, it was the Deutschland of the North German-Lloyd line, and was built in 1896.

—Ed.

The Cunard Liner Carpathia.

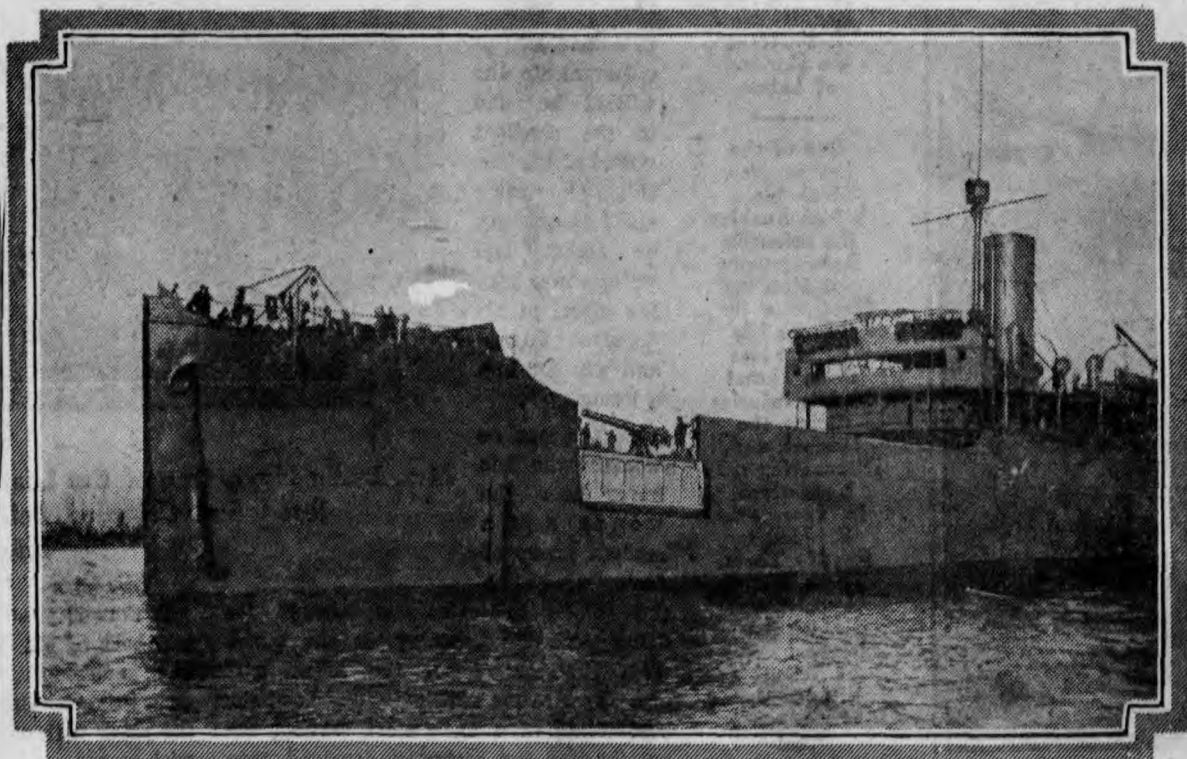




How transports loaded with troops are guarded by naval convoys all the way across the Atlantic. From diagram and sketches adapted from London Sphere and Scientific American.

NINE EFFECTIVE WAYS OF BEATING SUBMARINES

- 1—Mines laid in front of the German U-boats' home ports, which menace the submarines going out and returning home.
- 2—Disguised ships, which look like clumsy, unarmed freighters or sailing vessels, and lure U-boats within range of their hidden guns.
- 3—Fast destroyers, which follow the wake of submarines and bombard them under water with depth bombs.
- 4—Hydroplanes which, like sea birds flying at great heights, can see far down into the water and hover over submerged U-boats, dropping depth bombs.
- 5—Smoke boxes, which are dropped at intervals, and spread a fog over the water, which hides the U-boat's prey.
- 6—Smoke screens, which are spread by vessels to hide themselves from the enemy and permit of escape.
- 7—Camouflage—painted effects on the sides and funnels of ships to produce optical illusions and deceive the enemy.
- 8—Convoys of fast war vessels, which surround the troopships like a fence and guard them all the way across the ocean.
- 9—Detectors that signal the presence of a submarine to the threatened ship from a distance.



HOW "MYSTERY SHIPS" TRAP ENEMY SUBMARINES

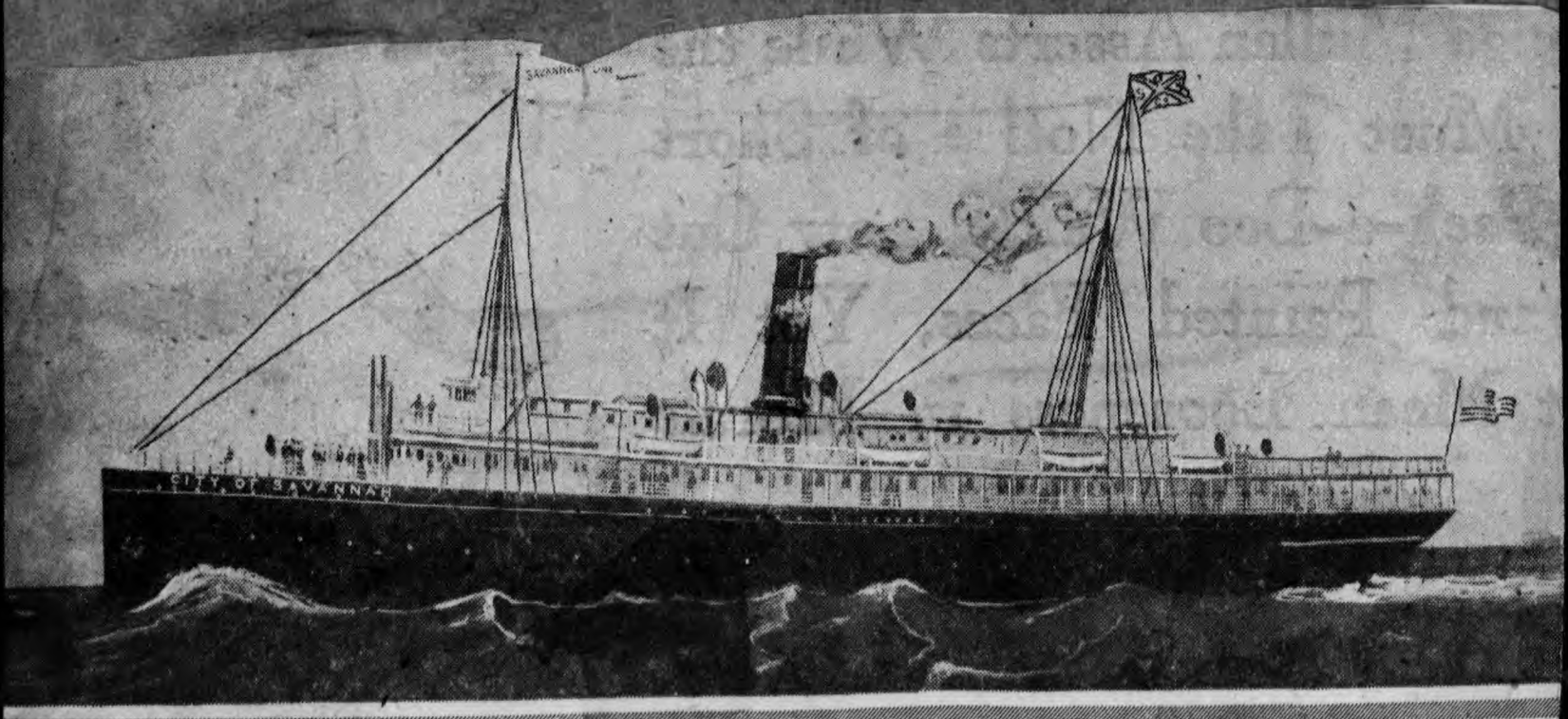
Clumsy looking freighters and leisurely sailing vessels are rigged with dummy bulwarks, which hide guns. When the U-boat approaches to point-blank range the bulwarks are suddenly dropped down and the concealed gun gets the submarine before it can submerge.

The Strange Romance and

Tragedy

of the Ill-Fated "Carolina"

Built by an American Multi-Millionaire to
Indulge the Whim of a Famous Parisian Beaut
and Opera Star, Who, in a Rage, Cursed the
Ship—And Then Began Its Long Career of
Misfortune Until a German Submarine Put
an End to Its
Troubled Life

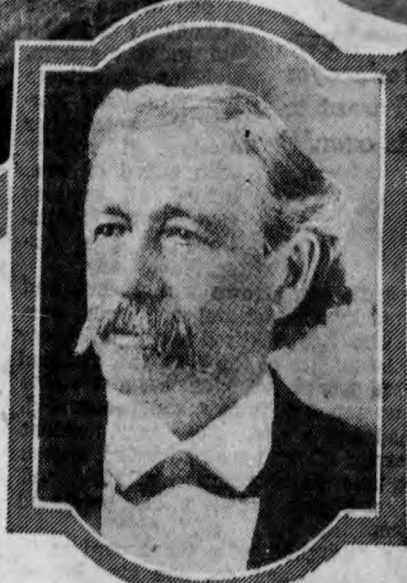


The Ill-Fated "La Grande Duchesse" Masquerading Under Her New Name, "City of Savannah"



Mlle. JEANNE GRANIER.

*the Great French Beauty and Prima Donna, to Please Whose
Caprice the Ill-Starred Ship Was Built*



**The Late
H. B. Plant,
Who
Ordered
the Ship
Built**

to Bring the French Beauty in Triumph to America

Atlantic, seventy miles from New York, the victim of the German submarine which had so unexpectedly appeared off the New Jersey coast—the dramatic end of the remarkable career of romance and tragedy of an ill-fated ship.

The passengers took to the boats, but the curse which had always followed the ship pursued even the ship's lifeboats. An angry thunderstorm beset them, and sixteen of the ship's company were lost.

The famous French beauty who, in disappointment and fury, cursed the ship does not know that her curse met its fulfilment on that Sunday in June when the Carolina went to the bottom, for the owners of the ill-starred vessel had twice vainly tried to escape the "hoodoo" by changing its name and hiding its identity.

Back in 1895 the idol of Paris was the young and beautiful Jeanne Granier, the new star of the Opera Comique.

The wealthy beaux of the French capital spent fabulous sums for bouquets with which to shower the popular star when she made her bows before the curtain in the entr'act of the comic opera, "La Grande Duchesse," in which she had made such a hit.

There arrived in Paris just at that time a visitor from America who attracted quite a good deal of attention. Pedestrians on the boulevards could not resist turning to look at him a second time as he drove by behind a high spirited white team. He wore narrow black string ties, turn-down collars, slouchy felt hats and loose trousers that bagged at the knees. It was rumored that the strange visitor was one of the enormously wealthy tourists from America—that he was richer than princes and as "odd as a heathen."

And so he was, for the visitor was Henry Bradley Plant, the many-time millionaire steamship and railway magnate, whose eccentricities were already famous in the United States, where he owned nine steamship lines, reaching from Cape Breton to Jamaica; thirteen railways honeycombing the Atlantic Coast States and fourteen great hotels—all operated as the famous "Plant System."

No tourist in the Paris of that day would have failed to visit the Arc de Triomphe, the Invalides and the Tuileries. Neither would he have missed an evening at the theatre with each of the rival favorites, Mlle. Bernhardt and Mlle. Granier.

Millionaire Plant was duly appreciative of the art of the majestic Sarah. But it was to the Opera Comique, where the vivacious Mlle. Jeanne sang tuneful songs and kicked a little now and then to punctuate the choruses, that Millionaire Plant went the second time—and the third.

One of the best descriptions of Mlle. Granier's personality and her appeal to the theatregoers of Paris is the following tribute to her written for American newspapers of the period by an American dramatic critic who went to Paris to see her plays.

"Mlle. Jeanne is a sprightly little body with a Parisian reputation as a very clever actress. She has her own company, and succeeds in playing those fearfully risqué French operettas and dramas in a

ASTONISHING MISSEAPS WHICH BEFELL THE CAROLINA

Wrecked	4 times
Incapacitated by storms	3 times
Run into by steamships	4 times
Crashed into other ships	4 times
Abandoned	3 times
Lives lost at sea because of her	25
Collided with W. K. Vanderbilt's yacht	
Finally destroyed by German submarine	

light, chic, abandon style that makes you forget all the suggestion of the piece and simply scares away all the blues and broadens the smile."

Gown makers of Paris to-day remember that it was this Mlle. Granier who "invented" the straight front corsets which became such a vogue among the fair sex. The same newspaper interviewer quoted above asked Mlle. Jeanne, whose "mode" was so widely copied then, about the styles of feminine dress which were popular that season—1895. The interviewer quoted her as saying:

"What I like particularly about modern dresses is the loose aspect of the bust; the outline of the shoulders and the upper part of the arms can be divided, and the puffing of the sleeves adds to the effect if it is not exaggerated."

"And what about the straight corset? Do you like it?" the interviewer asked.

"I should say I did; I was one of the first to adopt it; one is so comfortable; one feels so free. It gives a woman ease and suppleness."

Millionaire Plant admired a good railroad engineer, a good sea captain, a successful banker, and a pretty woman. To the first three he was a hard taskmaster, for he had them all in his employ. To the fourth he displayed the gallantry of the South. It was quite the fashion in Paris then to profess devotion to the comic opera star. Just to show that when in Paris he thought best to do as Parisians did, Millionaire Plant sent the most magnificent bouquet his money could buy to the dressing room of the pretty Mlle. Jeanne.

There were many dinner parties afterwards—for what successful actress would not be flattered by the notice of such a noted multi-millionaire, the owner of railroads, steamships and such great hotels as the Tampa Bay Hotel, the palatial hostleries at Palm Beach and other popular Southern Winter resorts?

Millionaire Plant was sorry that America did not know the charm and have occasion to enjoy the art of Mlle. Granier. He expressed his wish that the star might some day visit the United States—and make a tour, perhaps, of the big cities. He and his family would be her host, he promised. He would enjoy, he said, making it possible for Mlle. Granier to give his country something great, for instance, as her delectable interpretation of La Grande Duchesse—her most captivating role.

Mlle. Granier was delighted at the invitation. Nothing would please her more, she declared. She would be glad to come, if M'sieur Plant would make it possible—but—

And here it was that Mlle. Granier, true Parisienne of the saucy type, smiled across her champagne glass. But—surely, if she were to visit America as the guest of such a great man as M'sieur Plant, and of his adorable family—she must go in state. He must send for her the very finest of those wonderful steamships which sailed up and down the Atlantic coast under his flag. Would he do this?

Indeed, M'sieur Plant would do this. With his Southern gallantry he would even do more. There was not a steamship under his flag which was worthy of such a noteworthy assignment. He would build one especially for the errand. It would be a beautiful, marvelous boat, worthy of a queen—and it would bear no other name than that which would always be associated with one of the particular charms of his Parisian visit—La Grande Duchesse."

A year later, at Newport News, there was launched a new Plant Line ship which was the marvel of the maritime world. The vessel was more than 400 feet long, equipped with twin screws, and her sides were of steel plates. Her entire superstructure was built of solid rosewood

imported from New Guinea. There were solid fittings that cost a fortune, and her staterooms and cabins were finished in the richest and tapestries.

Henry P. Flagler, John Pierpont Morgan, James J. Hill and other great magnates were present at the launching ceremonies. Mrs. Margaret Plant, the millionaire's wife, who later inherited his enormous fortune, christened the new ship La Grande Duchesse.

The initial trip of La Grande Duchesse was to Paris—the only steamer that ever crossed the ocean under the Plant Line flag.

At that time the young actress was in Berlin—gone there, so the gossips of the period had it, to "teach the Germans how to make love." This visit of Mlle. Granier to Berlin is not yet forgotten. The German papers told with horror how the young Kaiser Wilhelm invited the Parisienne to Potsdam, and how the actress, in reply to his question, "how she liked Germany," told him "she could never like Germany until Germans learned how to treat a woman."

When Mlle. Granier heard that the rich American had come for her in a splendid new ship built especially for her, and named for her, she hurried back to Paris from Berlin. In a week she had said good-by to Paris for the time being, and was on her way to the United States, established for the voyage in the sumptuous "grand suite." She was received here with all the social ceremony due a protege of such a wealthy and noted benefactor.

But it was not to be as she expected. Even Millionaire Plant could not persuade the directors of grand opera in this country that it would well for them to introduce Mlle. Granier to their audiences in her favorite opera, "La Grande Duchesse." It was recalled that London twice denied its theatres to Mlle. Granier—once when she proposed to appear there in her opera, "Les Amants," and again when she asked permission to play "L'Amour," another rollicking comic opera. Neither play, so the London censors declared, was quite proper for English audiences. "La Grande Duchesse" might be very delightful, the grand opera impresarios New York admitted, but they feared Mlle. Granier's interpretation might be a bit naughty—in keeping with the traditions of the Metropolitan Opera House.

Of course, many other stages were offered to the famous French actress. But Mlle. Granier suddenly took on a pouting spell. "She would not be introduced to America in her favorite role, at the Metropolitan, or she wouldn't be introduced at all! So, there!" She was afraid she wasn't going to like Americans, anyway—there were so—so—what they say "finnicky!"

Millionaire Plant was quite a sedate American himself. He would not, for anything in the world, conspire to offend the public taste. He was persuaded that, after all, perhaps, America was not quite yet in the mood for such bright unconventional roles as Mlle. Granier insisted upon playing. He was sorry—and he would, of course, send her back to France, when she was ready to return, upon the ship that was built and named for her—La Grande Duchesse. Perhaps there would come another time—later on—when—

But no Mlle. Granier's pout became very tempestuous, very temperamental. She flew into a rage of disappointment. She scolded Millionaire Plant and all his family most bitterly. She stomped her foot and declared she'd go back to Paris on her own hook—that she didn't want to ever again to hear of the ship that brought her over on such an ill-advised visit. And then, her ire turned upon the ship which bore the name

her favorite character, she vowed that she hoped all kinds of bad fortune would come to it—that it would get wrecked, or blow up, or sink—that she hoped her curse would stick to it forever.

The angry actress returned to Paris, but the "hoodoo" she had placed on the Grande Duchesse remained—as the rest of the story seems to prove.

The Grande Duchesse never made another trip to France nor crossed the ocean to any transatlantic land as long as she sailed the Plant flag. The new ship was idle at her docks for several months. The rumor of the prima donna's "hoodoo" had gone abroad, and seafaring men were chary of signing up for voyages on the ill-omened vessel.

When at last a crew was found, with a skipper who dared to brave the spell cast over the ship, the boat was put into service between Cuba and New York. Her fame spread quickly because of her sumptuous fittings and the unprecedented speed developed by her twin screws—an innovation then in coastwise steamers.

But the "hoodoo" began to work on its first run to Havana. The Grande Duchesse left Newport harbor on its initial run to Havana April 8, 1897. Twenty miles out to sea it ran into a dense fog. Ploughing through the vapory veil at the rate of fifteen knots an hour, the Grande Duchesse crashed head on into the 2,000-ton steamship Nell Smith. The keel of the Grande

Duchesse was badly smashed and the Nell Smith was literally ripped in two.

The crew of the Nell Smith scrambled into lifeboats. When the fog lifted the Grande Duchesse picked up the survivors. The captain, chief mate and four sailors were lost.

On her next voyage to Havana from New York the steamer broke all passage records, making the Cuban port in forty-two hours and three minutes—six hours less than the best previous record for the run. Upon her return there was a great demonstration in her honor. Sailors shook their heads, however, when longshoremen and landsmen ventured the belief that the "hoodoo" was broken. "When a woman who has been scorned puts a curse on a ship," the sailors declared, "salt water never forgets it—watch and see."

The sailors seemed to be right. July 12, of the same year, the big freighter, The Sea Rover, owned by the United Fruit Company, was struck amidships by the Grande Duchesse off the Jersey coast at almost the same spot where but a few

weeks ago the Grande Duchesse, then called the Carolina, was sunk by a submarine. Two passengers and a sailor aboard the Sea Rover were drowned. One of the great boilers in the Grande Duchesse exploded in the collision and the big ship limped back to port.

In the dry dock it was found the Grande Duchesse was so badly damaged that her machinery would have to be almost wholly replaced. So expensive had been the cost of operation, due to the unusually bulky engines and boilers and the lack of cargo space, the interior of the ship was almost wholly rebuilt. Much of the rosewood superstructure was torn out to lighten the top-heaviness of the vessel.

In September of 1897 the Grande Duchesse, thoroughly overhauled, again put to sea. It steamed into New York harbor from its dry dock at Newport News, loaded for Havana and, on September 15, started on its run for Cuba. Just outside Sandy Hook it encountered a gale, which tossed the big boat from wave to wave as if it were a toy. After a gallant fight against the treacherous winds the captain, in desperation, ordered the crew to the upper deck with axes. Masts and spars were cut away. Funnels were hacked down. Deck houses and heavy partitions, relics of the original Grande Duchesse, were thrown overboard. After hours of frenzied chopping away the upper weight of the ship was lessened until the ship was better able to fight against the gale.

When the wind subsided the Grande Duchesse was so badly scarred the captain feared to continue her trip. He turned about and brought the ship back to port. Her crew deserted her as quickly as they could scamper to land, each man vowing he would not again tempt the prima donna's "hoodoo."

Millionaire Plant was grief-stricken. He called upon his port captains and his veteran skippers for their advice what to do with the Grande Duchesse. One and all these old seamen looked glum at the very mention of the rebellious vessel. They declared the "hoodoo" was proven beyond skepticism. They urged the owner to "send her to the scrap pile."

For many months the costly ship was tied to its docks. No crews could be found to man her. Owner Plant was suddenly stricken. His steamboat captains swore that the "hoodoo," angered by the idleness of the Grande Duchesse and the loss of its opportunity to play dire tricks with the ship, had turned its attention to the vessel's

owner instead. Friends of the head of the Plant System urged him to sell the ship. At last the magnate consented, and the Grande Duchesse was sold to the Savannah Line.

The Grande Duchesse was now rechristened City of Savannah. But the new owners were disappointed in their hopes of losing the "hoodoo." The ship was entered in the mail service between Boston and Halifax. On her first run to the Nova Scotia port she ran down the Tarantula, the fast ocean-going yacht owned by William K. Vanderbilt, Jr.

The Tarantula was but slightly damaged, while the City of Savannah was so seriously crippled that she was two days overdue when she drew up to her dock at Halifax. Again she was deserted by her crew, all sailors accepting this accident on an initial trip on a new run, under new owners and a new name as a deliberate taunt from the "hoodoo."

Upon her return to Boston from this voyage the City of Savannah was again laid up. She remained idle, no captain being found who would consent to take her to sea, until April, 1898, when she was commandeered by the United States Government for use as a transport.

On her second trip to Cuba as a transport she was loaded with mules. She was caught in a gale on this trip and lost almost half her cargo of mules. She became separated from her convoy, and for a time was in imminent danger of capture by Spanish scout boats. After she had landed and had been unloaded the United States, apparently taking cognizance of the "hoodoo," turned her back to her owners in disgust.

Before the ill-fated steamer was again put into service her great bronze propellers, which had been the pride of her builder, Millionaire Plant, were discarded for steel substitutes.

Then the boat was again sent to sea—and to more disasters. In January, 1902, she was beached off the coast of Maine and rescued by tugs, which claimed enormous salvage.

In the same year her owners started the City of Savannah for the Philippines with a valuable cargo. Three days out her new engines refused to work and her captain brought her back to port. When the engines had been repaired she was started for Panama, but her new screws refused to work, and she again put back to port.

In 1903 the government needed ships to carry freight to the Panama Canal zone. The City of

Savannah, once more discarded, was then taken up to a Brooklyn pier, out of service. The government bought her and put her into the Panama service. She made three trips and each time was from one to four days overdue. The government, for the second time, abandoned her.

Until 1906 the City of Savannah tried vainly to overcome the "hoodoo." During that time she was struck by other steamships at sea three times, each time so seriously hurt that expensive repairs were necessary. In 1906 a second effort to ward off the prima donna's "curse" was made by a rechristening. The Porto Rico Steamship Company purchased her "for a song" and renamed her the Carolina.

As the Carolina her misfortunes continued, however. In 1910 she sank a big Standard Oil tank steamer off Governor's Island. In 1912 she ran onto the Newfoundland rocks. When she was refloated it was found she could not make her own way, and was towed back to her home port by ocean-going tugs. In 1915 the Carolina jumped into international prominence when she was held up by a French cruiser and searched on the high seas. Two American citizens who were suspected of pro-German activities by France, were taken off her and carried to France as prisoners. Diplomatic negotiations resulted in a threatening situation between France and America for several weeks. The matter was eventually adjusted satisfactorily to both France and the United States.

In January of this year the Carolina was rammed by an ocean liner in Ambrose Channel and laid up for many weeks for repairs. Her owners threatened at this time never to send her

to sea again, but ships are too valuable now for even a "hoodoo" to interfere with their usefulness. The Carolina continued to brave the evil spell cast about her by the prima donna in 1896 until that Sunday morning in June when the "hoodoo" triumphed at last with the assistance of bombs placed by the German submarine. In the meantime Mlle. Granier, upon returning to France, forsook the operatic stage in her pique and became a dramatic actress. She gained new fame, and for many years was considered as the world's only rival of Mme. Bernhardt. She retired triumphantly but a few years ago, and now is living in retirement in a village in her native Normandy—forgetful, perhaps, of the "hoodoo" which, sailors declare, avenged her for the snubs she received in America.

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Mlle. Granier in the Role of La Grande Duchesse



THE SINKING OF THE "CAROLINA" 70 MILES FROM NEW YORK

"The passengers took to the boats, but the curse which had always followed the ship pursued even the ship's lifeboats. An angry thunder-storm beset them, and sixteen of the ship's company were lost."

TROOP CAPACITY OF 16 SHIPS.

Vaterland (Leviathan),	54,282 tons--	8800	Officers and Men.
George Washington ,	25,570 "	--4850	" " "
Amerika (America),	22,622 "	--4500	" " "
Cecilie (Mt. Vernon),	19,503 "	--3830	" " "
Kaiser Wilhelm II (Agamemnon) ,	19,361 "	--3830	" " "
President Lincoln ,	18,168 "	--52,00	" " "
Cincinnati (Covington),	16,339 "	--4000	" " "
Grosser Kurfurst (Aeolus) ,	13,102 "	--3175	" " "
Barbarossa (Mercury),	10,984 "	--2620	" " "
Prinzess Irene (Pocahontas),	10,894 "	-- 2540	" " "
Friedrich der Grosse (Huron)	10,771 "	--2450	" " "
Hamburg (Powhatan)	10,531 "	--2100	" " "
Rhein (Susquehanna),	10,058 "	--2000	" " "
Necker (Antigone) ,	9,835 "	--2000	" " "
König Wilhelm II (Madawaska)	9,410 "	--2200	" " "

T O T A L - - - 59,295 Officers and Men.

At the outbreak of War America captured 103 Germans and 14 Austrians Ships.

Cost \$30, 000, 000.00 to repair above ships.

MERCY IS "ONLY" A HOSPITAL SHIP

But They Also Serve Who Bring
the Sick and Wounded Home
and Minister to Them
on the Way.

VISITOR LOOKED IN VAIN
FOR THE WOMEN NURSES.

In Fact, There Are None—It Is
Exclusively a Man's Ship,
With Up to Date Equipment.

"Our ship has only been making trips across since last November, but she has covered 25,000 miles since that time. Her crew has been commended for good work during the Spanish influenza and for aiding the Fenimore when she burned in the York River. Why don't newspapers give us a line or two? We deserve it."

A "gob" who has made every trip on board the U. S. S. hospital ship Mercy was saying this to a wounded soldier, and the soldier agreed with him.

When the Mercy docked in Hoboken they determined to get her into print. So the "gob" came to The World office, and a visit to the floating hospital was arranged.

The Mercy was at her pier in Hoboken, preparing for her return trip. "Say," said one of the men, "the first day out on this ship does a homesick soldier more good than two months in an army hospital in France could ever do for him. Every man who comes home with us says that no one could help getting well on our ship."

The Mercy's "Show" Room.

It was quickly obvious to the visitor that the operating room was the show room of the ship. The Officer of the Day, Dr. George D. Sutton, did the honors.

"Have you shown the reporter the operating room?" was heard so many times that a visit to that spot was straightway made. The Colonial Dames of America outfitted it, and it did not seem that an operating room could be better equipped. There are

SOME PATIENTS ON BOARD THE HOSPITAL SHIP MERCY



OFFICER PATIENTS and HOSPITAL CORPS aboard U.S.S. MERCY

laboratories and X-ray rooms, wards for contagious diseases, a solarium entirely inclosed in glass, a wide elevator running from the sick bay up into the operating room, and on the top deck is a miniature poultry yard, with chickens, rabbits, and even sheep dogs and cats running around, at home in their strange surroundings. These, Dr. Sutton explained, were for bacteriological tests and experiments.

The sleeping quarters of the crew and of the officers had been noted; the wards, private rooms and silent rooms for soldier patients had been inspected, but seemingly there were no accommodations for the women nurses. A query brought a solution of the mystery. There are no women nurses in the hospital ship Mercy. It is a man's world, made up of men, by men and for men. The duties of a Red Cross nurse are in the hands of hospital corps men.

A Former Ward Liner.

The Mercy, which was formerly the Ward Line steamer Saratoga, is a two-stack steamship of about 10,000 tons. As a hospital ship she carries a crew of nearly 400. She is twin screw and her ordinary speed is about fifteen knots. When first taken over by the Government she was used as a transport and was one of the first to land troops in France after war was declared.

In January, 1918, she was made into a hospital ship and commissioned as the Mercy on the 24th of that month. From the latter part of March until the last day of October she was lying in York River at Old Point Comfort and Norfolk. On that date she started for New York, reaching here Nov. 2, and leaving for Brest two days later. She landed at Brest on Nov. 15. On the return trip to this country she was obliged to put in at Bermuda for coal.

The second trip of the Mercy was to St. Nazaire. She was nine days going over and fifteen coming back. Thanksgiving, Christmas, New Year's

and Washington's Birthday were all celebrated by the crew at sea.

They missed both the premature and the real armistice news. On the first date they had just left New York waters and on the second had not yet reached France.

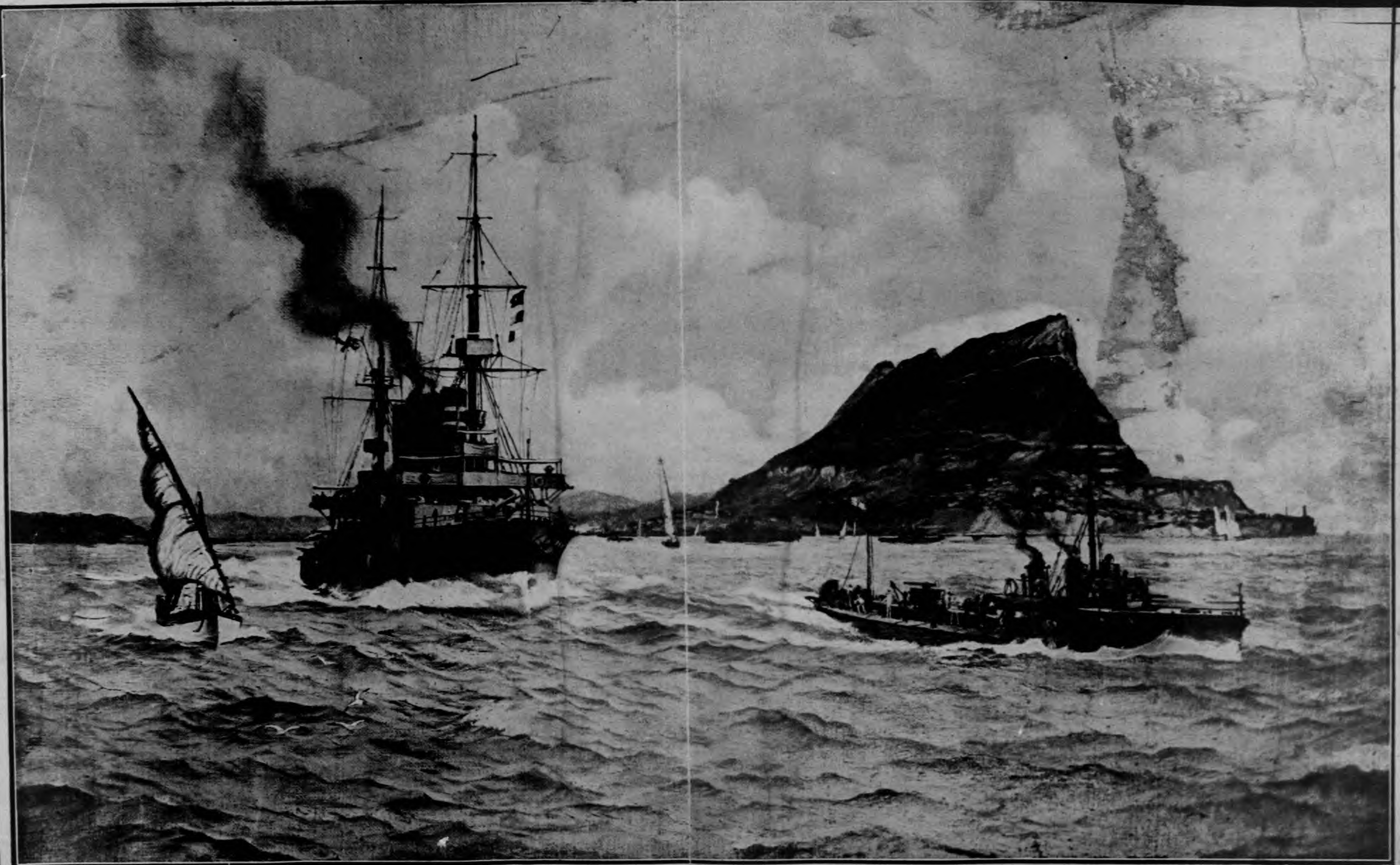
The Mercy has twice come upon schooners in distress. On her way to New York after a stop at Bermuda she sighted the schooner Anna R. Heidritter with her flag upside down at half mast. A lifeboat was sent over and it was found that the Captain of the Heidritter was dead and the mate sick. The latter was lost and wanted aid. The Mercy gave medical attention and then sent a radio to Bermuda for a tug to take the vessel in.

The second distress signal was seen just off Newport, R. I., when a little schooner, the Orlando Borddios, with her British flag upside down, was sighted. Again the lifeboat was sent over, but because of the heavy sea no one was able to get aboard. The only sign of life seen was a pig running about the deck.

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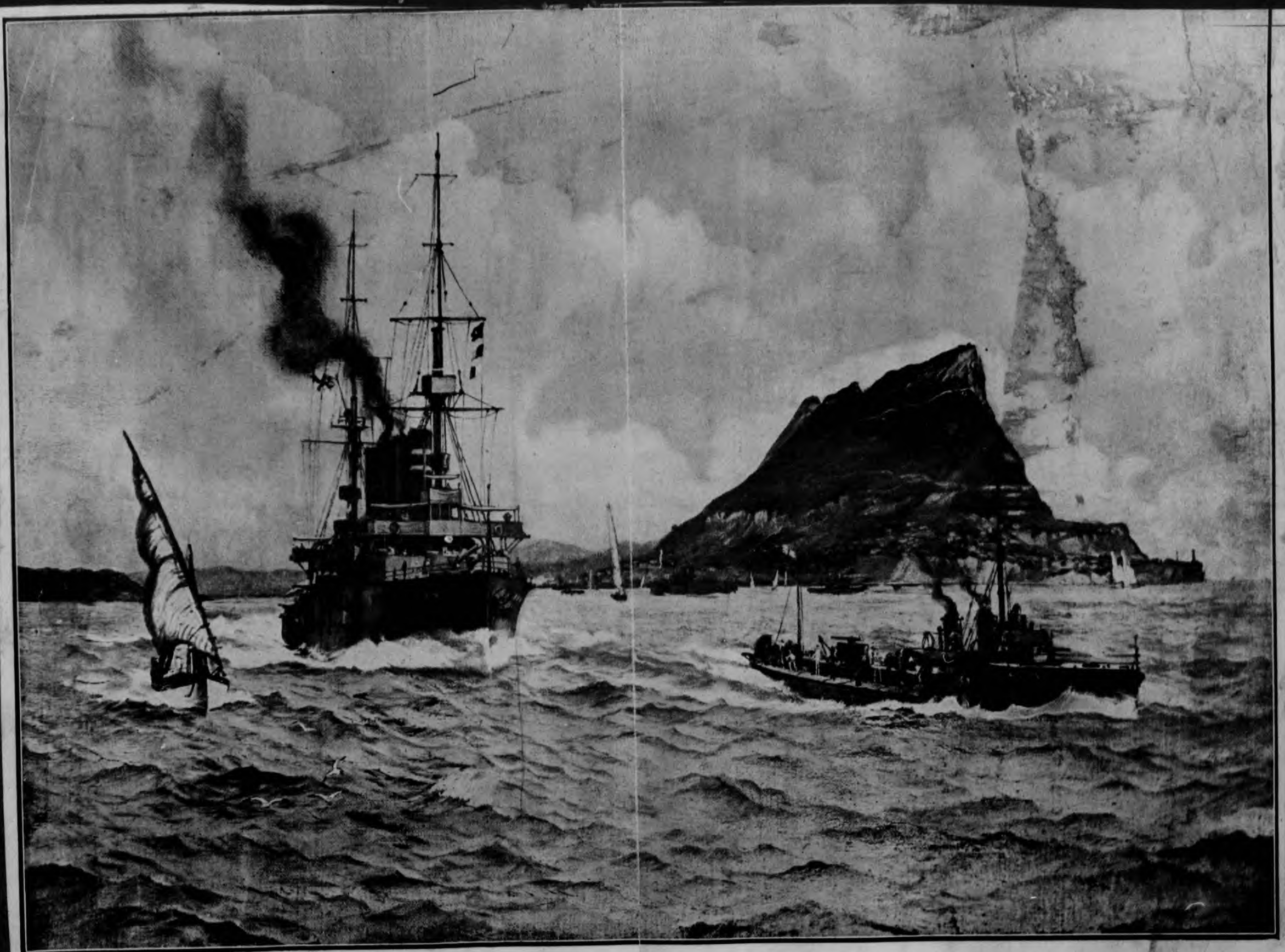
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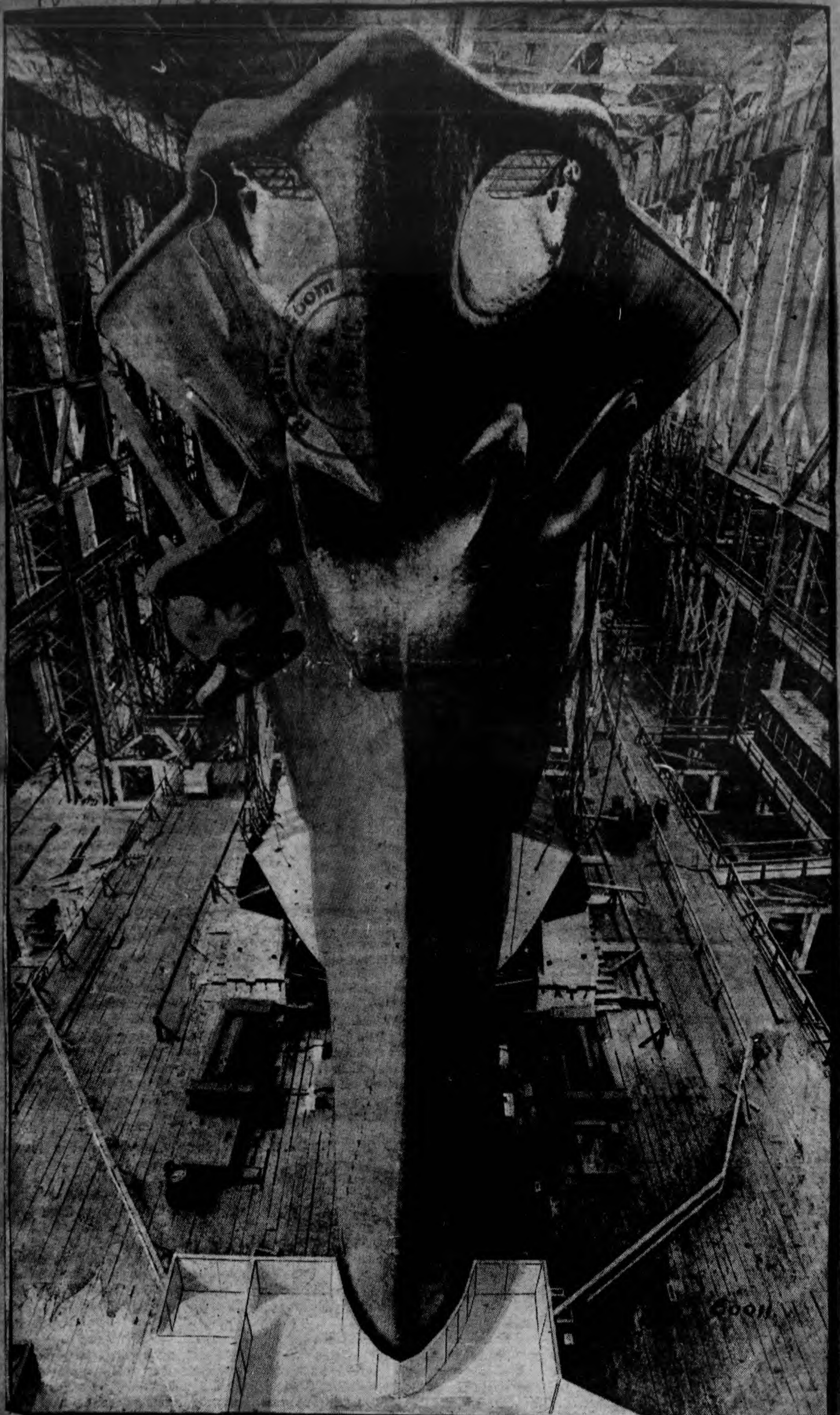
OFF GIBRALTAR. A Breezy Day in the Straits.

[From a Painting by MONTAGUE DAWSON.]



OFF GIBRALTAR. A Breezy Day in the Straits.

[From a Painting by MONTAGUE DAWSON.]



THE FIGHTING FACE OF THE IDAHO—OUR NEWEST SUPERDREADNOUGHT

WHEN this grim, steel-visaged gargoyle of the sea comes crashing through the waves after its quarry, true as the needle to the pole, won't the Teutonic submarines scuttle for the seclusion that the bottom grants! Here you behold our navy's new fighting face. In a remarkable snapshot of the new superdreadnought Idaho, launched in South Camden on June 30 last, the photographer caught her full in the face on the ways, bow on, just before she took her maiden plunge. Plain as can be in the picture are the great goggle-eyes, the wide-open mouth, and even the ears. The great snout below the mouth is the Idaho's ram—something to be dreaded by everything that sails the waters.

The Idaho has been built entirely under cover; the sun never shone on her till she took the water on that eventful morning. She has 32,000 horse-power, and is 600 feet long. She mounts a round dozen 14-inch guns and twenty-two guns of 5-inch calibre, together with two 21-inch torpedo tubes, as well as four 3-inch anti-aircraft guns. Ready to fight, the Idaho will cost \$12,500,000.



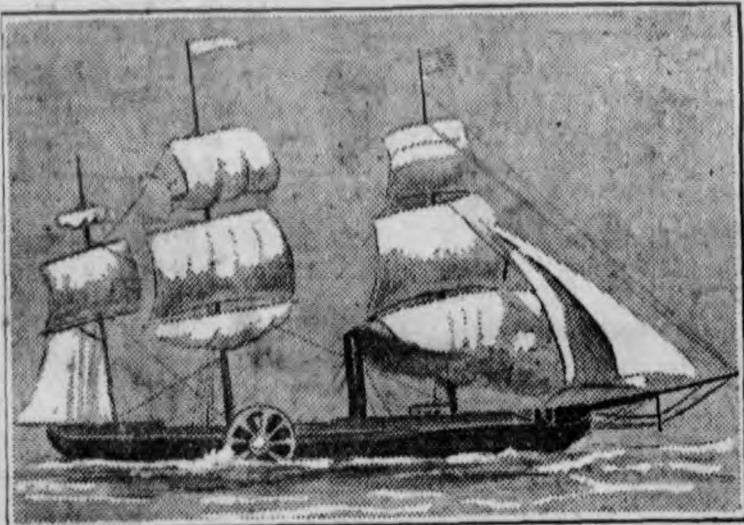
THIS is neither a replica of a marine painting nor an idealized composite photograph, as one might well imagine. It is a single snapshot taken of a small portion of Uncle Sam's fighting fleet as it puts out to sea. Six types of up-to-the-minute vessels of war may be glimpsed in the long column. In the foreground is one of our new super-dreadnoughts, with twelve great guns in her main battery, and behind are more ships of similar size and armament. An armored cruiser stands out on the horizon, followed by a squadron of gunboats and colliers. Close at hand, a submarine is keeping abreast of the big ships, while destroyers guard the other flank, one ahead and the other astern of the big fellow in the centre, with more to the rear.

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Perry Journal May 27/11



AMERICA SENT FIRST STEAMER ACROSS ATLANTIC 100 YEARS AGO



THE SAVANNAH.

America sent the first steamer across the Atlantic, just short of 100 years before American started the first transatlantic air flight.

June 22 will be celebrated as the anniversary of the arrival of the Savannah at Liverpool, all sails furled, but her 90-horsepower steam engine carrying her triumphantly into harbor.

In Savannah, Ga., a tablet will be unveiled with fitting ceremonies in honor of the event.

One month was required for the first steamship to cross from Savannah, where she cleared May 24, 1819, to Liverpool.

The ship had been built the year

before as a sailing vessel, but was equipped with steam and was placed under the command of Moses Rogers, who commanded Fulton's Clermont on her first trip up the Hudson.

The Savannah remained at Liverpool 25 days, then cruised to Petrograd, stopped at Sweden, where the royal family went aboard the little 350-ton vessel and marveled at her power plant and her accommodations.

In October she returned to Liverpool and started the voyage back to American, arriving one month later.

Less than a month later, the Savannah was lost in a storm off the Long Island coast.

A transatlantic voyage was not again attempted by steam until 1833.

American Battleship as Seen by Japanese," one of the quaint color prints on view in the galleries of Fukushima Company.

Observer Sept 20/21

Old Cruiser Which Served Dewey at Manila Bay to Bring Back Body of Unknown American.



Left to right, Rear Admiral Chandler and Capt. H. L. Wyman of the U. S. S. Olympia pointing to the inscription made famous at the Battle of Manila Bay. "You May Fire When Ready, Gridley." The old cruiser, which made history for Admiral Dewey then, is to be used in bringing home the body of the Unknown American Soldier for burial in Arlington National Cemetery November 11.

HONOR MEMORY OF BATTLESHIP MAINE

"Remember the Maine." That was the cry that swept over the country exactly twenty years ago yesterday. The anniversary of the event, which brought Uncle Sam into his previous war for the freedom of a small nation, was solemnized last night by the Ida McKinley Auxiliary Camp No. 8 who had the William McKinley Camp No. 33 as its guests at the headquarters of the United Spanish War Veterans on Bergenline avenue and the Hackensack Plank road.

Taps were sounded at 9.20, the exact hour at which the immortal Maine was destroyed, and the whole assemblage stood at attention during the ceremonies.

Veterans of another war were also represented by some of the grey haired and bearded members of Ellsworth Post, G. A. R. 14 of Union Hill, while a veteran of the present war, Sergt. A. J. Smart of the Canadian overseas forces brought fighters from four wars together to do homage to the Maine's dead.

Memorial services will be held Sunday in both West Hoboken and Jersey City.

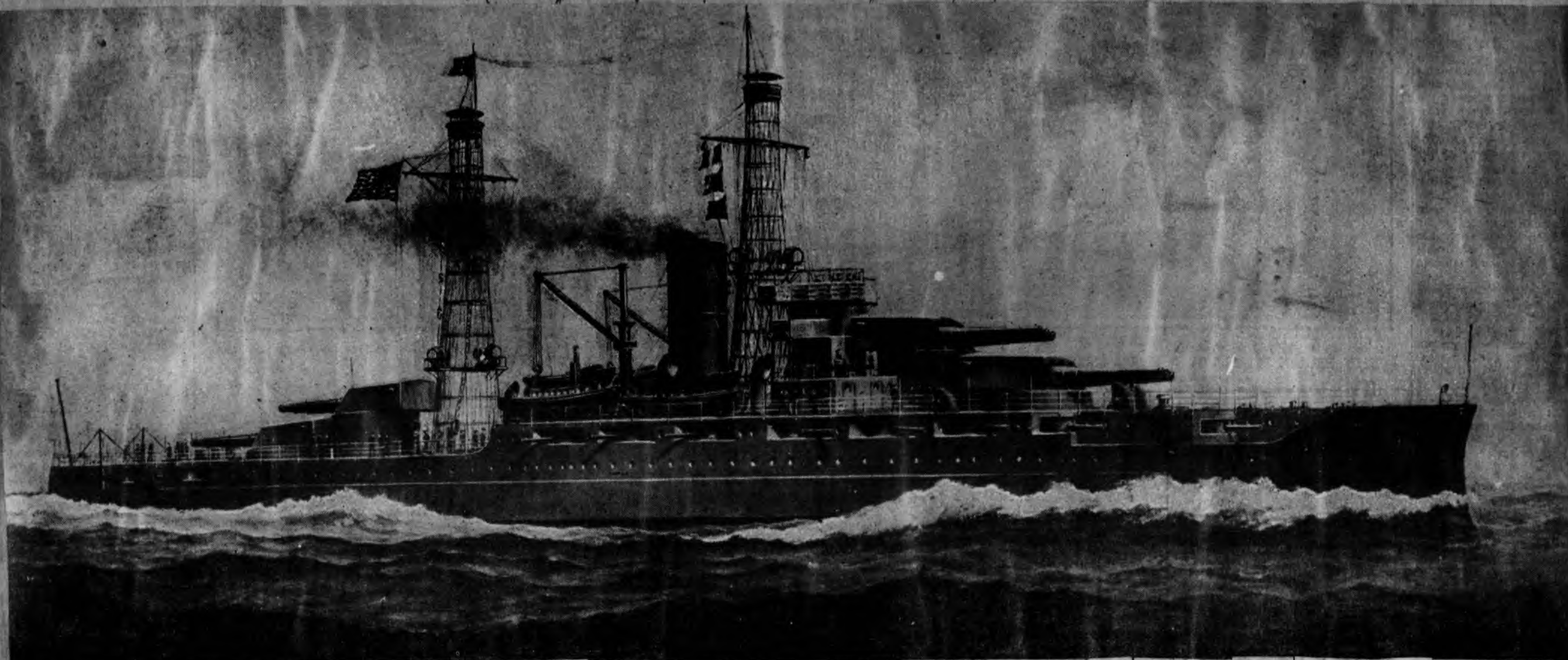
Did the committee appointed to investigate the sinking of the Maine ever discover whether the explosion was caused internally or externally?

Ans.—Two commissions, one naval the other scientific, made careful examinations of the hull. Both reported that the first explosion was external to the ship, and that explosion caused one of the ship's magazines to explode a few seconds later. There seemed to be no doubt that the Maine was destroyed by a bomb or mine outside of the hull. Who did it, and whether it was done purposely or not, has never been discovered. The ill-fated battleship was assigned to that anchorage by the Spanish authorities at Havana, and taken there by the regular Spanish government pilot. Spain had suggested to our Government that a merchant ship would be more welcome than a warship for the purpose intended by the Maine's visit, but this suggestion was disregarded by President McKinley and our Navy Department.

Dispatch Feb 16/18

Current Events Feb 21/19

N. Y. Herald May 12/17



UNITED STATES BATTLESHIP PENNSYLVANIA MOST POWERFUL DREADNOUGHT OF ALL THE NATIONS' NAVIES

AS designed the new United States battleship Pennsylvania ranks as the most powerful dreadnought built, building or authorized by any of the great naval Powers. Even her immediate predecessors, the Oklahoma and Nevada, which are admittedly the most perfectly protected ships yet planned, will be outclassed. Her principal dimensions are: Length over all, 625 feet; beam, 97 feet, and draught, 29 feet, on a displacement of 21,000 tons on trial, which is but two-thirds of her full load displacement of 32,500 tons. She is 3,500 tons larger than the Nevada.

The Pennsylvania's armament consists of twelve 14 inch guns mounted in four turrets on the centre line of the ship. With three guns in each turret there is a fore and aft fire of six guns and a broadside fire of the whole battery. There is a torpedo defence battery of twenty-two five inch

guns, which are carried mostly on the main deck about twenty-two feet above the water line. In addition there are four submerged 21 inch torpedo tubes and numerous machine and quick fire guns.

The armor consists of a main belt eighteen feet deep of fourteen inches

thick, extending below the water line, with transverse bulkheads athwartship at either end of the belt. The barbette armor is fourteen inches in thickness and the sloping port plates of the turrets are eighteen inches thick, with a roof of five inch armor plate.

The speed of the ship is to be a trifle greater than that of her predecessors,

or about twenty-one knots, obtained by a somewhat enlarged engine and boiler plant, although the fining of the hull lines by the extra forty feet of length will go far to offset the increased load. Another important feature is the larger fuel supply, with its resultant increase in radius of action.

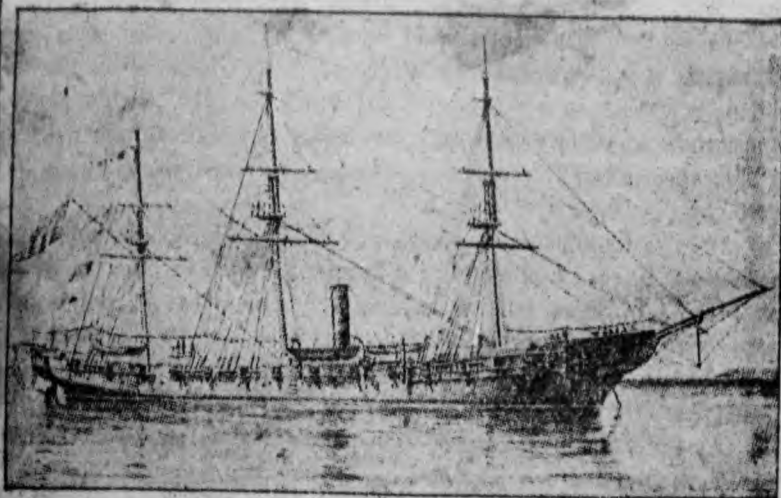
The building of this ship will occupy

three years. The cost of the hull, machinery and equipment will be \$7,260,000 and that of the armor \$3,000,000 more. To these two figures, making a total of over \$10,000,000, must eventually be added the cost of the guns, which will approximate \$1,000,000, thus making the total cost of the vessel over \$11,000,000.

World Apr 8/17 184

Sun Aug 29/19

Veterans of Farragut's Fleet Want Flagship 'Hartford' Saved



U. S. HARTFORD, ADMIRAL FARRAGUT'S FLAGSHIP.

FARRAGUT'S old flagship, the Hartford, is lying at Charleston, S. C., and is condemned to an ignoble end unless American patriots rescue her from the scrap heap.

The first flagship of the first Admiral of the American Navy is already a dismantled hulk, the bully old boat that distinguished herself in the battles of New Orleans, Port Hudson, Grand Gulf, Vicksburg and Mobile Bay, and which was the home of that gallant, fighting sailor, Farragut during the entire Civil War.

The Hartford isn't going to the boneyard if the Associated Veterans of Farragut's Fleet can help it. There isn't a great number of the veterans of those wonderful old days left, but enough of them to stir up American patriotism with the rattling old slogan:

"Don't give up the ship!"

The voice of the late Admiral Dewey was raised on behalf of the historic Hartford, as well as that of every veteran organization in the country. The efforts to save the ship have found approval in the person of the Secretary of the Navy. The following resolution was adopted at the last G. A. R. convention, as well as that of the Union Veteran League:

"Whereas, It is reported that the Hartford, the flagship of Admiral Farragut at the battles of New Orleans, Port Hudson, Grand Gulf, Vicksburg and Mobile Bay, is to be thrown into the junk heap; therefore, be it

"Resolved, That we, the delegates to the National Encampment of the Grand Army of the Republic, direct our Commander in Chief and the Committee on Law and Legislation to take up the matter with the President and Congress in order that action may be at once taken to prevent the destruction of this glorious old relic of the great war of the sixties, and to request that she may be sent to the Port of New York, now the metropolis of the world, and her rigging, armament and other historic equipment restored to the condition in which they were when Admiral Farragut commanded her, as an object lesson in patriotism for future generations, and to keep green the memory of the historic deeds of the men who on land and sea made American history and saved the Republic from disruption. There is but one Hartford and there was but one Farragut."

She is only a wooden ship, is the old Hartford, and was built in 1853. But she was built on the graceful lines of the clipper and was the apple of Admiral Farragut's eye. It was in her rigging that Farragut lashed himself during the battle of Mobile Bay and shouted his famous command:

"Damn the torpedoes! Four bells ahead, Drayton."

Retire Ship of Farragut Fleet

Famed Richmond on Way From Norfolk to Philadelphia Junk Heap.

In a few days the U. S. S. Richmond, once a part of Admiral David G. Farragut's fleet, will be consigned to the scrap heap. After long service as a training ship the vessel has been sold by the Government to a Philadelphia firm of metal dealers. The Richmond, once the flower of the American Navy, will make her last voyage this week, departing from Norfolk and sailing up the Delaware to Bridesburg, Pa., where the dismantling will begin.

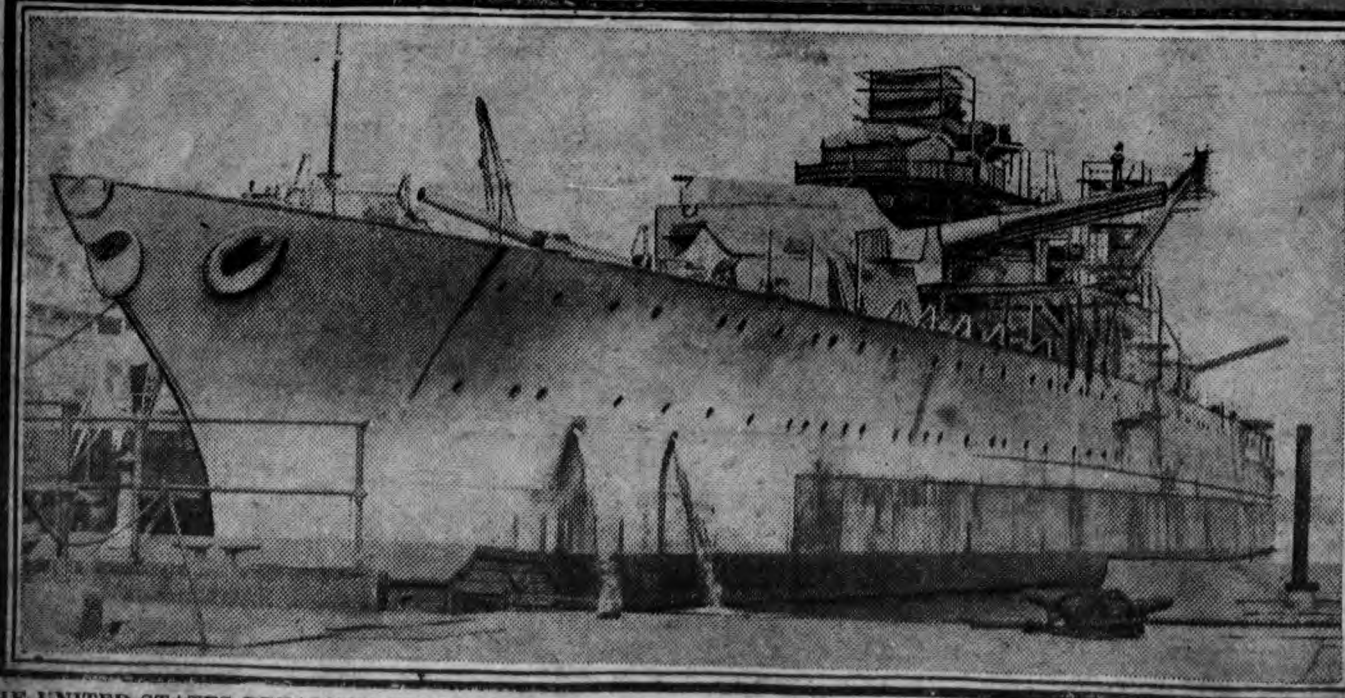
The Richmond made a proud war record in Admiral Farragut's fleet. In his attempt to open up the Mississippi River from its mouth, the Admiral first employed camouflage in smearing the sides of his ships with mud to conceal them from the enemy. So successful was this shrewd practice that when the fleet was later ordered in 1862 to the Southwest, the mud bath was again repeated.

The old civil war "battlegewagon" shows upon it scars received in the battles of New Orleans and of Mobile Bay, where it covered itself with glory. Grown quite old by the time of the Spanish-American War the Richmond was stationed at the Philadelphia Navy Yard to serve as the receiving ship there. During the last war she afforded quarters for the training school for firemen at Berkly, Va.

The Richmond first splashed water in 1860, her hull having been built by the Richmond Navy Yard and her engine constructed in Washington. In October, 1861, the Richmond fought the ram Manassas in the Southwest Pass.

Somewhat damaged in the battle, she emerged from convalescence with sufficient strength to join Admiral Farragut's fleet for the attack on New Orleans. Disabled in this battle by the terrific Confederate fire, she underwent further repairs and fought her last battle of the war on Mobile Bay, under the command of Capt. Thornton A. Jenkins.

N. Y. News Jan 16/20

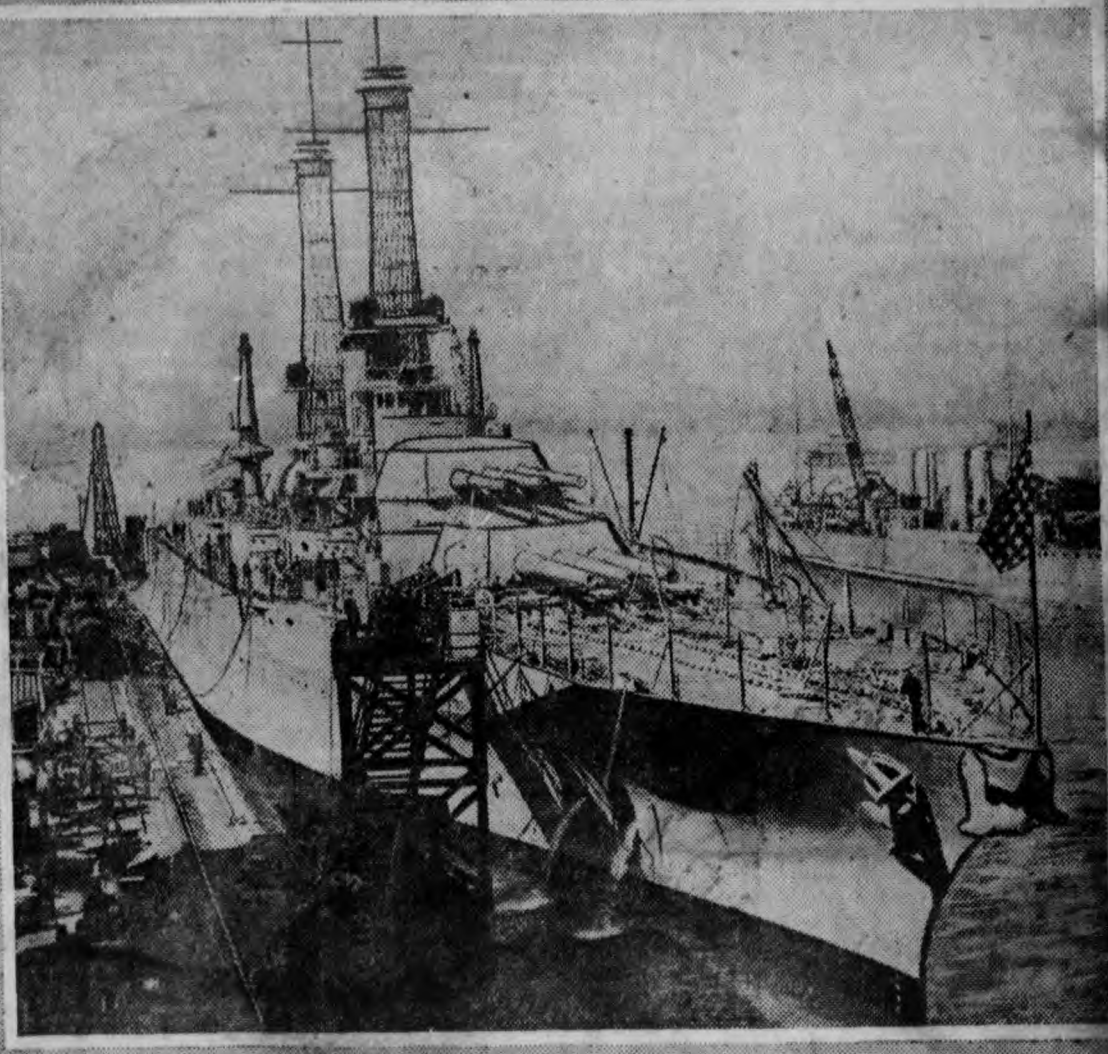


THE UNITED STATES DREADNOUGHT TENNESSEE, which, after having been launched, is being fitted out at the Brooklyn navy yard, is three-fourths completed. The above photograph, taken recently, shows the monster battleship at it appears with its battery of 18-inch guns, possibly the heaviest pieces of naval ordnance that have ever been mounted on a battleship.

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U. S. Superdreadnought Idaho, Largest Warship Afloat.



(Copyright by Underwood & Underwood.)

Latest addition to Uncle Sam's fleet of capital ships just turned over to him last Saturday at the Camden yards of the New York Shipbuilding Company. She boasts the greatest speed and most powerful armament for a battleship. She carries twelve 14-inch guns, each capable of hurling a 1,400-pound projectile with deadly accuracy twenty-five miles.

A Ship's Name Celebrated in Song.

TO THE EDITOR OF THE SUN—Sir: The papers say that the last Hog Island ship launched is named Saccarappa. Did they get that name from that lively song of our boyhood days, "Oh, Mr. Austin"? The chorus ended:

"My brain it has been in a whirl,
And I will be a different girl
When I get back to
Saccarappa, Maine."

Forty-four.
POUGHKEEPSIE, August 29.

Newark Call
July 6/19

Famous Battleships of '98 to Be Sold for Junk

Most Powerful Fleet in the World Fifteen Years Ago Now Considered Obsolete

Washington, July 5—Decision of the Navy Department to break up and sell for junk or use for targets twelve obsolete battleships marks the passing of a fleet of vessels long identified with many of the most glorious achievements of the new American navy. They wrote many bright pages into this country's naval history during their years of service, and four of them have participated actively in two wars. The doomed ships, including the famous old Spanish-American war squadron, consisting of the Oregon, Iowa, Indiana and Massachusetts and the more modern but hardly less famous Kentucky, Kearsarge, Alabama, Illinois, Wisconsin, Ohio, Missouri and Maine, compose one of the most, if not the most powerful battleship fleet in the world more than fifteen years ago.

Foremost among the achievements of these famous old fighting craft is the part they played in the Spanish-American War. The Oregon, which had been commissioned at San Francisco in July, 1896, was at Mare Island Navy Yard in 1898 when the message was flashed to her commander that the United States was at war with Spain. On March 6, 1898, the famous old ship cleared the Golden Gate, bound for the West Indies, on what proved to be the most epoch-making battleship voyage ever undertaken. With decks stripped for action and gun crews at their stations, the Oregon plowed around Cape Horn, up the east coast of South America and arrived at Key West on May 28, ready for action, having made the 14,000 mile voyage in sixty-eight cruising days. Captain C. B. Clark, the Oregon's commanding officer, was ordered to take his ship to Santiago and there join the blockading squadron which was awaiting battle with the Spanish fleet. In the meantime the Iowa, Massachusetts and Indiana, sister ships of the Oregon, were attached to the North Atlantic Fleet, and had already arrived off Cuba, the Massachusetts being part of the famous "flying squadron" under command of Commodore Schley.

Famous Trip of the Oregon.

The Oregon, already famous throughout the world for her glorious and successful voyage to join the American fleet in time for the impending battle, gained greater glory in the action off Santiago

de Cuba on Sunday, July 3, 1898, when Spanish sea power was forever humbled and the liberation of the Philippines and Cuba assured. In that now historic sea fight the Oregon ran the Vizcaya, pride of the Spanish fleet, ashore after riddling the craft with hits from her eight and thirteen-inch guns, and then engaged in a running fight with the Colon, which surrendered after having been cut off from the open sea by the Oregon and forced to head for the beach. A shot at the Colon from one of the Oregon's thirteen-inch guns was the last shot fired during the battle.

Both the Indiana and the Iowa participated in the battle at Santiago, the Massachusetts having gone to Guantanamo to coal on the day of the engagement. The crew of the Massachusetts, much disappointed at having missed the fight, gained revenge the next night, when that vessel and the old battleship Texas engaged and sunk the Spanish cruiser Reina Mercedes as that vessel attempted to escape from the harbor at Santiago.

The Massachusetts was the flagship of the naval vessels in charge of conveying American troops from Cuba to Porto Rico for the Porto Rican campaign. A few years ago the Texas, later renamed the San Marcos, was used as a target for later battleships at Tangier Sound, in Chesapeake Bay.

After the Spanish-American War the Oregon returned to the west coast, where the glorious old ship, then in the height of her fame, was received with tremendous demonstrations. She remained there on duty with the Pacific fleet until a decade ago; her usefulness gone, she was placed in reserve commission.

Used as Training Ships.

The Iowa, Massachusetts and Indiana participated in the home-coming of the victorious Atlantic fleet after the Spanish-American War, and remained on duty in home waters for many years. After the Oregon had been placed in reserve the three sister ships were for several years used as training vessels, and conveyed the midshipmen from the Naval Academy abroad each summer for a practice cruise. Finally they, too, were moored to the docks in navy yards, apparently to rust away.

In the meantime a later class of ships had been launched to add to the might of American naval power. The Kearsarge, Kentucky, Illinois, Wisconsin, Maine, Missouri and Ohio, launched between 1898 and 1901, formed the nucleus of the new "steel" navy that was winning

the United States an assured place among the great naval powers. These ships, then unsurpassed in the world, carried the American flag into the ports of the

world for many years, and in 1907, when the mighty United States fleet left New York for the historic cruise around the world to demonstrate in all lands the might and power of the American navy, they held their places with their more modern sisters throughout that memorable voyage. Greeted with remarkable demonstrations in South America, the west coast of the United States, Australia, New Zealand and the islands of the Pacific, Far Eastern ports and points in the Mediterranean, the great fleet completed the most comprehensive cruise ever undertaken by so large a body of ships of war.

On the return of the fleet to this country the older ships were forced into the background by the "new" navy and were sent to the back channels of the navy yards to join the Oregon, Iowa, Massachusetts and Indiana.

Returned to Duty in War.

The entrance of the United States into the world war brought a demand for every ton of sea power the United States could command and again the old navy was called upon to defend the flag. All of the twelve old vessels were outfitted, modern fire control appliances were installed, new coats of "war paint" were applied to their time-scarred sides and they were called out to join the fleet.

The Oregon saw service on the West coast throughout the war as a coast defense vessel and training ship for enlisted personnel. The Massachusetts, Iowa and Indiana were used for a time as station ships at Newport, R. I., Norfolk, Va., and New York respectively and later were ordered South to join the main fighting force, which already included the Kearsarge, Kentucky and the other vessels of ancient fame. For the remainder of the war the historic old ships took part in the operations of the Atlantic fleet along the coast and rendered valuable service as training ships.

After the armistice the Iowa, Massachusetts and Indiana were sent to the navy yard at Philadelphia, where their colors were hauled down for the last time and they were consigned to the graveyard of ships. The Oregon suffered a similar fate on the Pacific coast. The other ships of the old navy remained temporarily on duty, most of them for use as troop transports, but they, too, will soon be relegated to the same fate.

Oregon May Be Preserved.

The Oregon has been offered to the State of Oregon for such use as the State may see fit to make of it as a training ship and naval historical museum, the only condition being that the commonwealth keep the old sea fighter in good condition as befits a time-honored pensioner of glorious history. The Iowa, Massachusetts and Indiana will probably be broken up in order that the valuable metal contained in them, particularly copper and brass, may be utilized in the construction of more modern vessels. Several of the other old ships will be used for targets and the rest junked.

Three other vessels, famous forever in American naval annals, the Olympia, Admiral Dewey's flagship at Manila Bay; the New York, Rear Admiral Sampson's flagship, and the Brooklyn, Rear Admiral Schley's flagship, also saw service during the world war and are still on active duty in various parts of the world. It is probable that in a very few years all of these historic ships will be placed out of commission for good. They will never, however, be scrapped in the opinion of naval officers.

Chicago Oldest U. S. Cruiser

**'Keep Moving, No Matter What's Your Port,'
Is Well Worn Slogan of Admiral Wood's
Energetic Flagship.**

*This here old Chi is a grand old boat—
Of course there are her betters;
But it wouldn't be bad at all at that
If we could get our letters.*

—Song of the Oldest Flagship.

It does sort of interfere with your Uncle Sidney's rural free delivery when a vessel hardly stays long enough in one port to get her anchors down before it's a case of up she comes, boys, and we're off to some other place, any old harbor is good enough, from Rio to Newfoundland, only keep her goin', mates, and don't let them engines get rusty.

That in brief is the sentiment on board the cruiser Chicago, crystallized from the history of the last three months in the busy career of that vessel, which is now the flagship of the energetic Admiral Wood, commanding the Pacific fleet. Always going somewhere—north, south, east and west—or coming back, in the same general direction. As the Chicago was launched in 1885 and is now the oldest fighting ship in active service in the American navy her officers feel rather proud of her latest record. She arrived here recently for a protracted stay, her officers hope.

It is estimated by officers on board that the good old ship has steamed almost 30,000 miles since Feb. 1, when she left this port for Barranquilla, Colombia, with the Colombian Minister as a passenger. Since then she has not been very long in any one place. Among the ports the historic flagship has been in recently are Havana, Bahia, Rio, Trinidad, Hampton Roads, Boston, New York, Charleston and St. John's, N. F.

Limitations of Chocolate Creams.

Not bad for a vessel almost 35 years old, but this steaming around does delay the letters something frightful. Only yesterday they got a batch back from Brazil among which some careless young person had inclosed a package of chocolate creams addressed to a certain gunner's mate. These particular letters were not only delayed, but were painted a dark unberish or burnt sienna coloring.

This resulted from the action of the tropics on the chocolate creams, whose lashings were carried away during the voyage. It was some job to figure out who the letters were for, and the gunner's mate is in very Dutch. Chocolate creams should not be shipped to the tropics unless each one is hermetically sealed in zinc.

The Chicago went to Rio de Janeiro to take the place of the cruiser Pittsburg as flagship of the Pacific squadron, which had been in Southern waters for several months in command of Rear Admiral Caperton. After taking the Colombian Minister to Barranquilla the Chicago steamed up the Caribbean Sea to Havana to take aboard Rear Admiral Williams, who was to relieve Rear Admiral Caperton. This may seem complicated, but the Chicago has had a complicated past and likes that kind of a job.

After relieving the Pittsburg all hands settled down at Rio for a stay of several weeks and all the folks ashore began entertaining 'em, when all of a sudden one day the Admiral gets a wigwag from Washington: "Too expensive to keep fleet down there. Return to New York immediately if not sooner," or words to that effect. So it was a case of up anchor and away, missing the mail and a lot of hops the Rio de Janerians were getting ready for them.

The Chicago Used to Complexes.

So up then they came, with the old Chi kicking up her heels and makin' at least fourteen knots, and the Cleveland, Tacoma and Wilmington strung out astern and hustling to keep up. They dropped in at Trinidad for a couple of days to see the sights and have a shot of chili con carne, when orders were received for the three other boats to drop off at Guantanamo for a little target shooting, while the flagship was to come on to New York

by way of Hampton Roads, as she was due at St. John's, N. F., shortly afterward to act as chaperon to the Blimp C-5, if she ever got there, and to stop in at Boston on the way and change Admirals.

To an ordinary landsman this programme might seem a trifle involved, but the old Chicago is used to complexes, and so went ahead about her business and did not neglect to stop at Boston, where Admiral Williams left the ship to take charge of the First Naval District, while Admiral Wood, who commanded that district throughout the war, transferred his flag to the Chicago.

A distinct change in temperature was noted by the ship's company on arrival at St. John's after coming from the tropics, this being principally due to the arrival of an iceberg in the harbor which fetched up at the coal dock where the Chicago was moored. The iceberg visited only a few days, after which the weather warmed up; the flying field was laid out at Quidi-Vidi; the ship's doctor gave an exhibition flight in his Alaskan kyak on the lake; the ship's band gave a grand concert at the opera house (some treat for the St. John's folks), and then the blimp arrived in fine style, only to blow away from her moorings five hours later in a forty-five mile gale.

Was Navy's Show Ship.

These are only a few incidents in the recent career of the famous Chicago, but if you want to hear about her really great days, just hear some old shellback tell about when she was queen of the White Squadron and show ship of the navy. And if you want to see some really fine teakwood carvings just go out in her motor saller some day, or maybe the Admiral would send his barge in for you.

Nothing like it in any modern ship in the navy. These carvings decorate each side of the four old fashioned gangways and also the ends of the hammock nettles and various places around the ship, although many of them were ripped out when the Chicago was turned into a practice ship for midshipmen about ten years ago.

She has not been out in the Pacific since that time. On the way down from St. John's the Chi got orders to drop in at New York and leave her aviators and then coal ship and beat it right out again and steam down, he coast as far as Charleston in order to try out some new wireless appliance. She went as per instructions and that was her last side trip.

It is expected the famous ship will be here for about a month and give all hands aboard a chance for shore leave and their mail a chance to catch up with them. She is anchored in the North River off Ninety-sixth street. The Tacoma, Cleveland and Wilmington are also moored up there.

The Chicago carries a complement of 438 officers and men. During the war she was flagship at the submarine base, New London, and conveyed some of our submarines and submarines to the Azores.

Steamer "Republic."

Sir—I desire very much to get information as to a U. S. steamship called the Republic. Was there such a ship and, if it was sunk, when and where did it happen?

E. E. M.

There was a steamship Republic under U. S. registry which was formerly the German ship Walkure. It was sold to Eastern interests on May 5, 1916. There is no record of the sinking of this ship. A steamer, the Republic, was sunk following a collision with the Florida off Nantucket on January 23, 1909. This Republic belonged to the White Star line and flew the British flag.—Ed.

WOODEN SHIPS IN 1812.

How Uncle Sam Hustled to Build Great Lake Fleets.

TO THE EDITOR OF THE EVENING SUN:—Sir:—In the closing days of the War of 1812 the United States needed battle-ships on the Great Lakes, not vitally, not to avert famine, supply munitions to the front or to save great nations in a crisis, but merely for adequate naval service. The matter was not deliberated on for many months by a timid pork barrel Congress, a pacifist eloquentary Senate, a quarrelling and inert commission, incompetent politicians, or referred to an undermanned and underequipped navy, all of which might have worked out elaborate plans and the most perfect and economical methods with only a few years' attention.

On the contrary, the matter was taken in hand by aggressive, practical men who cared for little except to get results and get them quickly; in accomplishing which they spent public money without benefiting individuals or politicians, and failed to develop the highest theoretical type of naval architecture.

A mile beyond Madison barracks, where intensive training for our new army is now in hand, on the gravel shore of a charming little bay where Sacket's Harbor is located, between the green water of Lake Ontario and the dark water of Black River Bay, the keel was laid for the seventy-two-gun frigate New Orleans.

Although the birds were actually nesting in the trees and little or no seasoned or unseasoned timber was at hand, the farmers, merchants and artisans of Jefferson county went out into the neighboring forests and cut down the oak and hickory, pine and maple trees and hewed them, teamed them and carried them by hand in some cases for many miles to the shore, and in less than six weeks after the laying of the keel had very nearly completed the hull of the great frigate. There was no question of the latest type or special improvements, but the big ship was built strong and massive by courage, loyalty and energy directing every stroke.

Meanwhile, many miles away, the great hempen cables were twisted and when completed, instead of waiting until railroads were surveyed and built and automobiles were invented, hundreds of men took the massive line on their shoulders and, winding like a huge serpent over the hills and valleys, carried it all the way to the ship.

The equipment of the vessel kept pace with its construction, and while the hull grew daily in size, strength and symmetry, the carpenters were busy framing massive oak carriages for the big guns provided to roar through her triple rows of port holes. Oak tree nails and forged spikes and bolts were manufactured in the busy yards and the graceful ship was nearly ready to launch when peace was declared forty days after the keel was laid. Then, battleships being barred from the Great Lakes, work on the noble ship was suspended.

The ship was reflected by a huge wooden shed and for fourscore years was highly cherished by the residents of northern New York as a relic of patriotism and efficiency. Many pilgrims visited the sturdy old New Orleans, picnic parties gathered on the adjacent shores and parents and children eagerly entered the great doors, explored the dark interior of the ship and climbed the many stairs from deck to deck to the ship's bulwarks and thence emerged into the sunshine on the high roof for a wide view of the surrounding lake and country. The fine old boat symbolized American loyalty and efficiency and inspired generation after generation with enthusiasm and patriotism.

The huge, tall ship house loomed high over the sparkling water and green shore and became a landmark for all navigators for many miles around, from the smallest pleasure craft to the largest steamboat or grain schooner.

In my boyhood no object was more loved and admired than the old ship house that was always the first point sighted, many miles out on Lake Ontario, as I sailed my little sloop home from some excursion, and it grew larger and larger and more distinct as I approached it and passed the harbor, when it receded and gave place to Madison barracks and the beautiful inland shores of Black River Bay.

The memory is a cherished one, and if it were shared by every American man and boy it would go far to throw off the lethargy, incompetence and indecision that throttle this country to-day, and push forward worthy activities in the construction of the great fleet so eminently necessary to save life and insure liberty and safety to this country and our bleeding allies.

Surely the cause of humanity and liberty is desperate enough already; why wait until our savage enemies aided by traitors, pacifists, unrestrained aliens, spies and sleek cowards in our midst make it hopeless? Let us take example from the men of 1812. Can we not, with our splendid modern tools, equipments, railroads and supplies, build a fleet of worthy wooden vessels at least as quickly as the hand-made New Orleans?

A personal friend, who is an experienced engineer and constructor, long resident on the Pacific coast, assured me weeks ago of his ability to immediately secure more than 500,000,000 feet of the choicest shipbuilding timber and to establish yards most favorably located in Puget Sound, where he and many others could unquestionably build two or three 5,000-ton wooden vessels on each set of ways every year and equip them with sails and auxiliary engines either of which would insure an economical speed of fifteen knots per hour.

Despite his thorough plans, completed arrangements and unimpeachable references, he was unable to secure the slightest encouragement and very little courtesy from the Government. Must the heaviest burdens of death and starvation and the greatest danger to liberty and prosperity be forced on the 100,000,000 people in the United States before we can take action as prompt and strong as that of our great-grandfathers?

FRANK W. SKINNER.

New York, Aug. 16.

Observer
may 3/19

World June 15/17
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WANTS TO SAVE OLD CIVIL WAR VESSELS

Editor Hudson Observer:

Sir—Having noticed in one of our daily papers of recent date an article regarding the destruction of the Bowling Green fence, with its timely injunction to the various patriotic societies to keep their eyes and ears open for the protection and preservation of our objects of historic and antiquarian interest, has called to mind an object of far greater historic interest and value, doomed to early and utter destruction unless some of these patriotic societies, particularly the press, soon interpose to save and preserve it as an object of national pride and as a type of our naval vessels of a past age to which this nation owes its life and glory. I refer to Admiral Farragut's flagship "Hartford," now lying a dismantled hulk at Charleston, S. C. Her ultimate destination will soon be the "bone yard," unless rescued as was the frigate "Constellation."

The "Constellation" was the sole remaining type of our second navy; and as the "Constellation" was the connecting link between our first and second navy, so is the "Hartford" the connecting link between our second navy and our navy of the present day. Aside from historical interest, the "Hartford" in comparison with our present types shows the metamorphoses which have taken place in architecture, armament and equipment.

The "Hartford," the first flagship of the first admiral of the American navy, a wooden ship built in 1858, pierced for thirty-four guns and with the graceful line of an old-time clipper, after rendering valuable service in foreign waters was selected by Farragut, upon appointment to command of the West Gulf Squadron, as his flagship, and during the entire Civil War it served as his home. Thus associated with his whole glorious career she became one of the best known ships in the world, with a record for hard fighting, severe punishment given and taken, a record equalled perhaps by no other vessel in the naval history of the world. In Farragut's every battle she led his fleet, carrying his flag to victory through the hottest fires ever concentrated upon any vessel of her type, and through the most formidable obstacles ever devised up to that time, capturing New Orleans with his fleet alone. Farragut opened up and cleared the Mississippi River, thereby breaking the backbone of the Confederacy in the southwest and contributing more than all else to the fall of Vicksburg, Port Hudson and Grand Gulf, those Gibralters of the Confederacy, and finally with Old Glory at her mast head the "Hartford," on the morning of August 5, 1864, led his fleet into Mobile Bay, capturing or destroying the entire Confederate fleet after one of the hardest naval battles in history. This victory rendered easy and certain the downfall of the last stronghold of the Southern Confederacy.

Will the American people permit the destruction of this noble old ship from whose rigging Farragut watched the tide of battle in Mobile Bay and shouted to a lagging commander, "Damn the torpedoes, four bells ahead, Drayton!"

It is the opinion of patriotic citizens and societies that the "Hartford" should be brought to New York and restored to her original condition—rig, equipment, and armament—exactly as when Farragut trod her deck; and maintained as an object of national pride and interest under command of Farragut's flag lieutenant, who is still alive and hale and hearty. This has been particularly the dream and cherished hope of the Associated Veterans of Farragut's Fleet, Port of New York, which is composed only of men who served with and under Farragut from 1862 to 1865, who have worked long and earnestly for the realization of their dream, but thus far with little success—being but few in number and commanding but little influence, political or otherwise. Their efforts, however, have been encouraged and their hopes revived by the recent hearty approval of Secretary Daniels and of every prominent naval man, including the late Admiral George Dewey and of every veteran organization of this country.

For the full accomplishment of this noble work there is needed but a trumpet call through the columns of your paper to the various patriotic societies and people of our city, State and nation. England has her "Victory" and "Nelson," cannot America have her "Hartford" and "Farragut."

Very truly yours,
Associated Veterans of Farragut's Fleet, H. J. Kearney,
Commander, 311 West Side
avenue, Jersey City.

What Is Meant By a Ship's "Tonnage"

THE different uses of tonnage terms when speaking of ships are causes of confusion to the lay mind. Why ships cannot be really compared according to tonnage is explained by Capt. C. A. McAllister, Engineer-in-Chief, U. S. Coast Guard, in an article in Popular Science Monthly. For example, he states, steamship companies in order to impress upon the travelling public the size, and consequent relative safety of their craft, will advertise the sailing of a certain steamer of twenty-thousand tons, meaning, of course, gross tons. The company's agent, in entering her at the custom house, will take great precaution to certify that she is of only 7,340 tons, when paying tonnage taxes. He then is referring to her net tonnage, and in fact that standard is used only when paying dues or taxes.

Displacement tonnage is almost exclusively applied to warships, as they do not carry cargoes. Strange to say, the tonnage of a battleship varies almost hourly, as coal or other weighty objects are used or taken on board. The tonnage of warships is, however, fixed; they are referred to in terms of the fixed tonnage.

A statement that a ten-thousand ton battleship sank a ten-thousand ton merchant ship does not mean that the ships were of equal size. The merchant ship would be much the larger owing to the different meanings of the term "ton," as applied to the two types of vessels. It is absolutely impossible to give rules for the relations of these terms, as the conditions vary too greatly. Generally speaking, the gross tonnage of a ship is from 50 to 100 per cent. greater than the net tonnage.

OLD NAMES FOR NEW SHIPS.

Constitution and Constellation
Among Those Chosen for Cruisers.

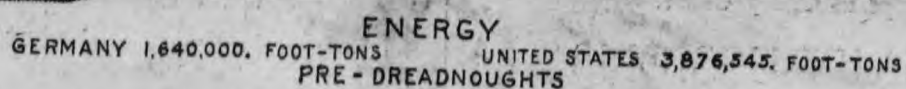
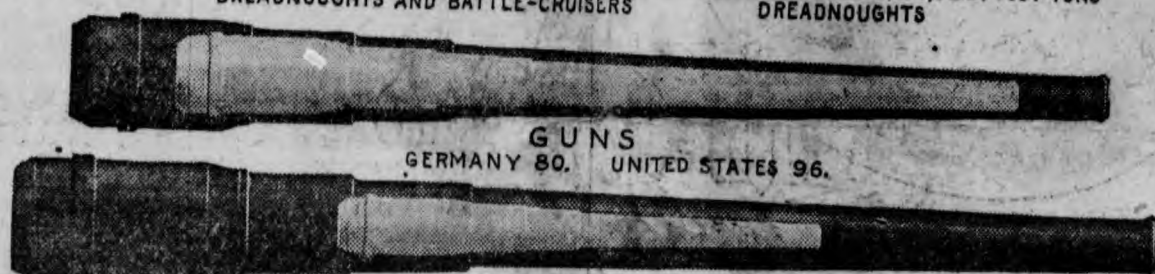
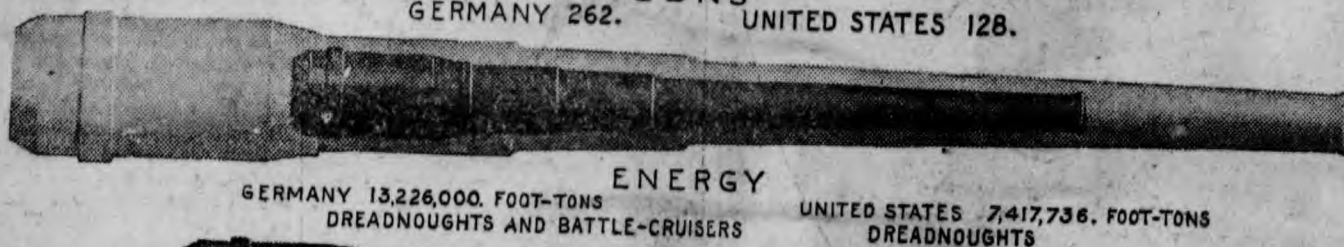
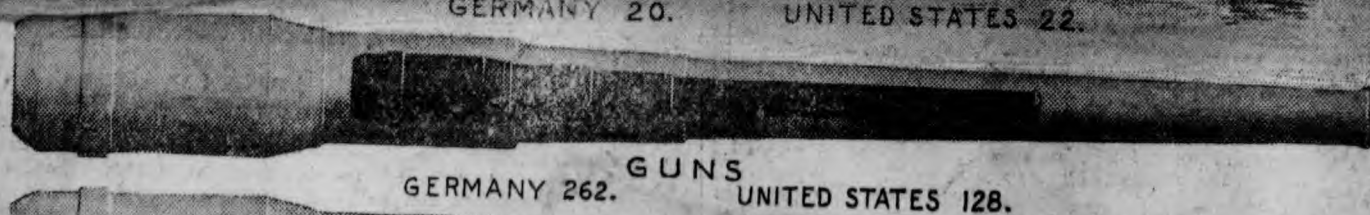
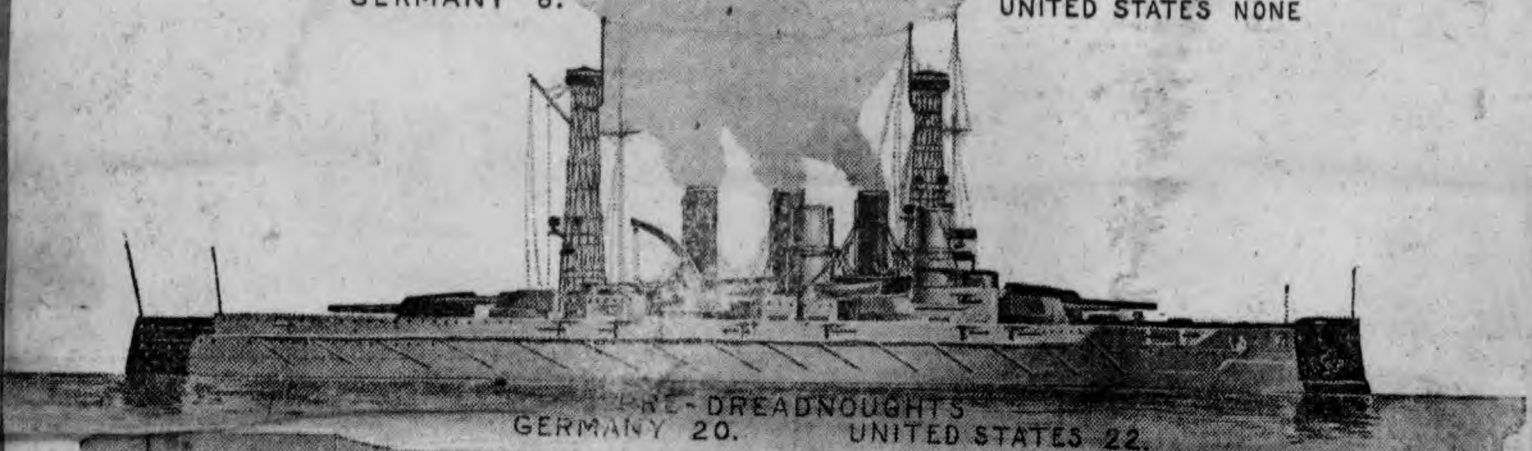
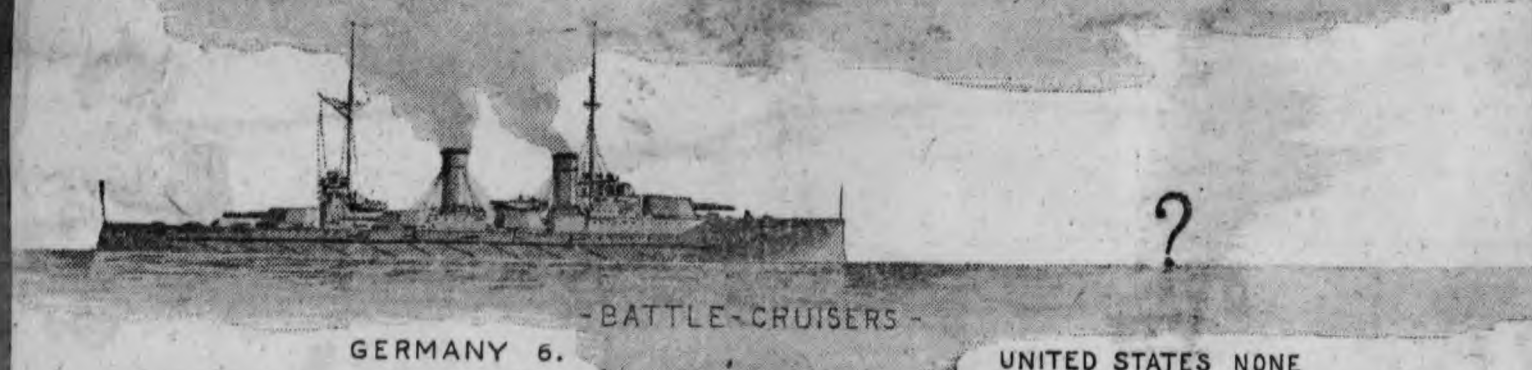
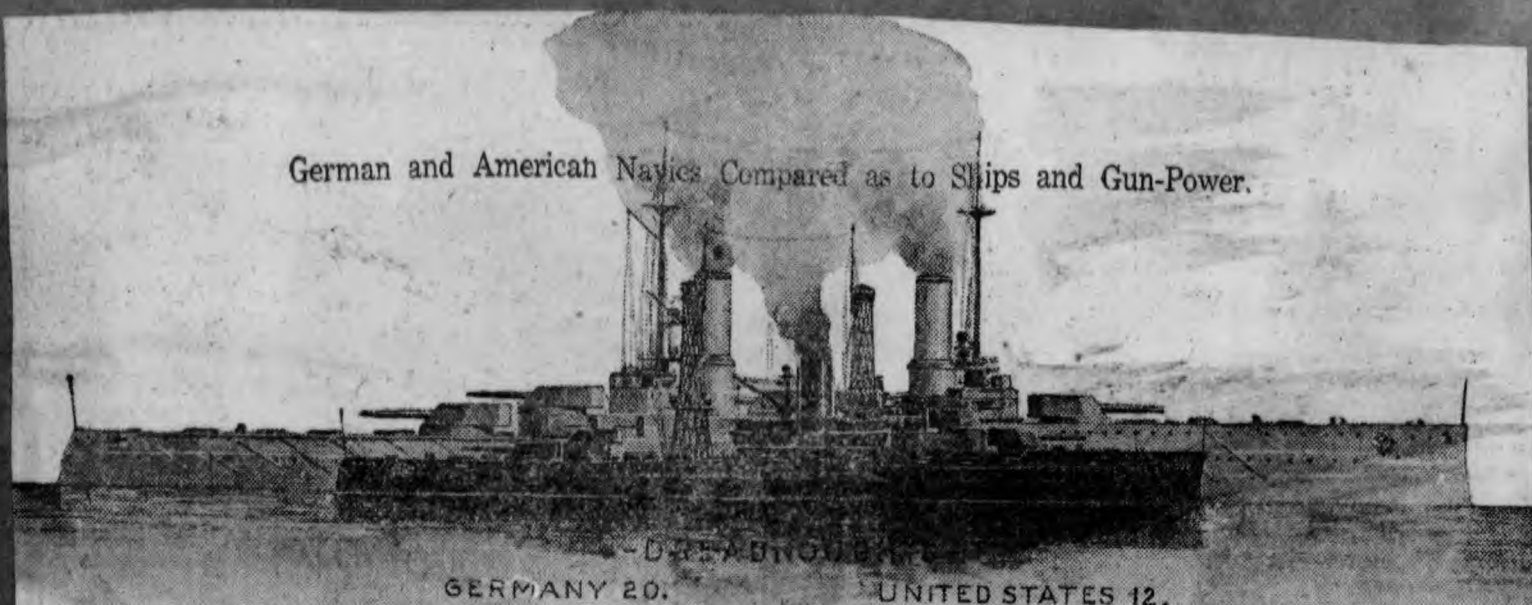
Special to The New York Times.

WASHINGTON, April 10.—Secretary Daniels today announced that the five battle cruisers now under construction will be named the Constitution, Constellation, Saratoga, Lexington, and Ranger, after historic vessels of the United States Navy.

The original Constitution, now at the Boston Navy Yard, will be renamed the Old Constitution. The Constellation, now at Newport as a training ship, will be known as the Old Constellation. The name of the present cruiser Saratoga, formerly the New York, will be changed to that of the third city of New York State, Rochester. There is no Lexington now on the navy list, the new Lexington will be the fourth of that name in the navy. The present Ranger is a small vessel, built in 1878, and has been used largely in surveying.

Sun June 18/16

German and American Navies Compared as to Ships and Gun-Power.



Naval strength of Germany and United States prior to the war. No accurate figures of the naval strength of the belligerents has since been obtainable.

Courtesy Scientific American. Copyright, Munn & Co.

Sun June 18/16

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ABSOLUTE SECURITY SEEN ONLY IN POWERFUL NAVY

Col. Thompson, Telling Purpose of Navy League, Says Sea Forces Are Defenders of All the States

By Col. ROBERT M. THOMPSON,
President of the Navy League of the United States.



Col. Robert M. Thompson.

Government in return solemnly undertook to carry out its part of the agreement and to see that the States did not suffer because of having made this sacrifice for the general welfare.

We are there required to study the books in which the fathers taught that originally each of the thirteen States was free to maintain armies and navies to defend itself against aggression; but that their people in order to provide for the common defence and to secure the blessings of liberty to themselves and their posterity gave up their rights to arm and agreed not to "keep troops or ships of war in time of peace" if in return the central Government would agree with the States to "protect each of them against invasion." Our instructors told us that in substance the Federal Government said to the then armed and protected States: "We ask you for the sake of that high ideal, a government of the people, to lay down your arms and to promise not to take them up again, and in return we, the Federal Government, guarantee that we will so protect you against your enemies that your soil shall never be invaded."

Every young man at the Naval Academy is made to understand these facts and takes an oath to support the Constitution; in so doing he pledges his honor that while the States remain thus defenceless he will do his utmost to carry out the sacred pledge of his forefathers and help to guard against invasion.

Our naval officers, in the performance of their duties, see much of foreign countries, and so come to know more than most other Americans about the diplomacy and the course of current history abroad. Thus it happened that when the Spanish war ended the navy was quick to realize that our entry into the field of colonization and our far flung borders would speedily end our period of isolation and bring upon us some of the obligations and many of the perils which beset a world Power. And with this realization came the consciousness that the Constitution imposed upon us the duty of anticipating and preparing to meet these new dangers. For it is clear that it is not merely our interest but our duty to prepare, since we guarantee to protect the States against invasion, not merely to rescue them after they have been invaded.

Navy men realize that any serious invading force coming against us must cross the seas. They know too that if such a force be once permitted to reach our shores some of our States will be invaded and the constitutional duty of the Federal Government will not have been performed. It follows, therefore, that the only way to do our full duty and prevent invasion is to meet and defeat the hostile force while upon the sea. Therefore we must have a navy, and we must have it ready at all times. We must, in the words of the Constitution, "provide and maintain a navy."

With these thoughts in mind a group of Annapolis graduates and ex-naval officers, none of whom were in active service, met in 1902 and decided to organize a body "to acquire and spread before the people information as to the condition of the naval forces of the United States, and to awaken interest and cooperation in all matters tending to improve their efficiency." This body was incorporated as the Navy League in 1903, which thereby became the first American preparedness association.



THE Naval Academy is in some respects one of the old fashioned schools. There they teach us even to this day about the Constitution of the United States and train us to believe that he who lives under it and enjoys the blessings it brings and yet fails to love and support it is false to the fathers and to the country and a betrayer of the rights of future generations.

We who come from that school know that the Constitution was originally in effect a contract between thirteen independent States on one side and the Federal Government on the other. We know that the States gave up some of their well loved rights and that the Federal Gov-

deviated from the course on which it started. Its speakers are reaching a quarter of a million people a year, and it is sending out a hundred thousand pieces of literature monthly to teach its creed that battleships are cheaper than battles and that an adequate navy is a guarantee of peace in the homeland.

Success is beginning to come, but until our navy is really adequate in size and efficient in organization the public may be sure that the league, under the guidance of men grateful for the education given them by and at the expense of the Government, and mindful of their oath to cherish its Constitution and laws, will not cease to preach the doctrines which they believe to be the foundations of national safety.

Atlantic fleet. According to the original programme 4,000 civilians were to have been taken on nine battleships. It has been thought advisable to reduce the number to 2,500. The New York quota has been lowered to 600, and to fill this applications are still being made. Several hundred business men have already enrolled.

Information concerning the terms of the enrolment may be obtained from the headquarters of the civilian committee at 34 Pine street and also from the navy recruiting offices. The most convenient navy recruiting office is that at 34 East Twenty-third street, where applicants will undergo physical examinations and attend to the necessary details.

The vessels assigned to this training squadron, which is to be under command of Rear Admiral John M. Helm, are the battleships Virginia, Kearsarge, Kentucky, Illinois, Maine, Rhode Island, Alabama, Louisiana and New Jersey.

The embarkation will take place on August 15. Vessels immediately after embarking the civilian volunteers will proceed to a rendezvous in the vicinity of Gardiner's Bay. There will be five days of tuning up drill, in which the civilians will have a good opportunity to get accustomed to the routine of the ship life. It is the idea of the Department to put the volunteers to no unnecessary hardship and to make their stay as useful as possible in giving to them a correct idea of navy routine. The regular crews on board the battleships will be considerably reduced to make room for the students of naval ways.

The training squadron will from the 20th to the 27th of August participate in the strategic manoeuvres. As owing to the reduction of the regular crews the mobility of the squadron will also be less, its operations will be within their reduced capacity.

From August 27 to September 5, approximately, the fleet will be on the way to Tangier Sound, or at that point where target practice will be held. Such vessels as require coaling will take on fuel at Hampton Roads.

From September 5 to 12 the training squadron will be proceeding to the ports of embarkation or the individual vessels will be lying off those ports. They will take part in exercises with mobilized motor boats devoted to problems of defence of the various naval districts. The value of small craft of all kinds is indicated in the modern naval warfare, as by their use as a screen they protect the capital ships from torpedo boats and submarines.

Prominent New York yachtsmen and motor boat enthusiasts will share in this interesting programme.

A type of motor boat which will receive special tests is the cruiser similar to the English U boat chaser. These boats have small guns with which they can disable or sink the average submarine. They can be manoeuvred with great swiftness on the surface and have a great advantage over the slow moving and vulnerable under water craft.

The naval militia, which for years has gone on battleship cruises, is arranging one for the middle of next month. The New York division expects to be on the battleship Kentucky for two weeks.

The league's growth was at first slow, but as our people came to realize that we were indeed a world Power and must share the attendant responsibilities our membership began to increase rapidly. The present war brought home to our people the fact that such conflicts come principally from commercial rivalries. Then they realized that the commerce of the world is largely coming to us during the war and that with the return of peace the European nations will try to recover their trade and that there will follow the most violent commercial disturbances the world has ever known.

These facts once realized by serious Americans turned the thoughts of our leading men toward preparedness and especially toward naval preparedness, for while an army may eject the invader, an adequate navy keeps every act of war outside of the homeland and makes it certain that our country will never be as Belgium. So the membership in the league marched with great strides and is now over 300,000.

But the Navy League has always remained and still is under the executive guidance of Annapolis graduates in civil life. It has never

N. Y. ~~man~~ Sept 19/15

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Copyright, 1915, by American History League.
The engagement of the American brig General Arnold and the English brig Nanny off Cape Finisterre, Spain, May 20, 1779. From the painting by Henry Reuterdahl.

Reading matter on next page -

FORGOTTEN SEA FIGHT OF REVOLUTIONYANKEEAVICTORY

Engagement of the General Arnold and the Nanny off Cape Finisterre Unearthed After Many Years.

DURING the last few years a thorough research has been made in American and European archives which has brought to light so many new records bearing on the American Revolution as substantially to enlarge the historical perspective of our struggle for independence. The archives in Edinburgh, Scotland; in London and in Bermuda and the Bahamas were especially rich in new material of the highest historical and popular interest. A number of ocean battles and other important operations on the sea which hitherto have escaped any mention in American official reports and histories have been unearthed.

One of the forgotten ocean battles of the Revolution was that between the American war brig General Arnold, Capt. Moses Brown (afterward Captain, U. S. N.), and the English war brig Nanny, Capt. Thomas Beynon, fought off Cape Finisterre, Spain, May 20, 1779. The General Arnold was armed with twenty 6 pounders and the Nanny with sixteen 6 and 9 pounders, which made the two vessels about equal in shot weight. The General Arnold sailed from Cape Ann Roads on February 25, 1779, and when off the Western Islands fought off, after a desperate action, the British warship Gregson—another forgotten battle.

Arriving at Coruna, Spain, Capt. Brown gave the General Arnold a thorough overhauling. Sailing again, he had left this port only a few days when at 6 o'clock on the morning of May 20, while off Cape Finisterre, he descried a sail slowly developing above the horizon.

In an instant all was attention and interest aboard the war brig "as she pricked up her ears and prepared to crawl stealthily upon the prey." Apparently the stranger had been as keen eyed as the Yankee, for scarcely had Brown changed his course so as to approach the newcomer than the latter was observed altering her upper sails so as to shape her course in the direction of the General Arnold. It required only a glance to show that the stranger was anxious to meet the American vessel.

In the light breeze that served at the time it was fully an hour before the two vessels were near enough to make out their characteristics, when it was mutually discovered that each was well armed and desired to fight.

Meantime, however, the lookout at the General Arnold's masthead had reported another sail. Scarcely did this news reach deck when the lookout reported still another stranger poking her masts above the horizon. By the time Brown had begun ascending the shrouds with his spy-glass, so as to get a better view of his "visitors," the lookout reported another and then a fifth, then a sixth and seventh sail. In short, the reports then came so "thick and fast" that counting was out of the question. Without doubt it was a great fleet of merchantmen, escorted by war craft, and prudence demanded that the American delay a while before closing on the sail first discovered.

On and on came the seemingly endless procession of sails, sweeping majestically across the horizon and gradually nearing the General Arnold, until finally Brown found himself in the imposing presence of a fleet of sixty-eight merchantmen convoyed by eight ships of the line and several frigates.

"Are they enemies or friends?" was the question uppermost in the minds of all aboard the General Arnold; for no colors had as yet been displayed and the vessels were too far off to determine national characteristics. Without doubt Captain Brown found it a "time to try men's souls." Before him was an opportunity to achieve immortal fame or to sink away into in-

glorious oblivion. He chose the former.

For a better understanding of the incidents that rapidly followed it will be stated that the sail first discovered by the General Arnold's lookout was the Liverpool privateer Nanny, Captain Thomas Beynon, laden with coal for Oporto. She was armed with sixteen 6 and 9 pounders and had a crew of fifty-seven men.

Of course, all this was then unknown to Captain Brown. All that he could determine was that the stranger was heavily armed and was hovering on the outskirts of the great fleet in hopes of cutting out a merchantman, if the fleet was French, or if it was English the Nanny was sailing in its company as a scouting vessel. Until the nationality of the armada was determined Brown was placed in a perplexing situation.

From the eagerness the Nanny displayed in closing on the General Arnold the Americans had every reason to believe that the fleet was English and that she was part of it. Down came the Nanny in gallant style, every sail capable of holding the falling breeze set, her guns loaded and run out of their ports and her men at their battle stations. Meantime the great fleet had been gradually edging nearer and nearer until finally the convoying warships and the merchantmen, with their bulwarks topped with thousands of men and their shrouds filled with officers and marines eager to witness a sea battle, formed a marine amphitheatre in "plain view" of the combatants.

Brown realized that he must fight quickly and to the bitter end. He noted that the wind was dying out, so that in all probability there could be no interference on the part of the spectators, whether they were friends or foes. By the time the General Arnold and Nanny had closed there scarcely was enough breeze to govern craft, which left the vessels of the great fleet rolling sluggishly on the gently heaving bosom of the ocean just beyond gunshot.

Brown and Beynon held their fire until within the closest range, when they delivered their broadsides almost simultaneously. British confidence in "defeating anything afloat" was again demonstrated in this action, for the Nanny's gunners aimed high, with a view to crippling the General Arnold's sails so as to prevent her escape (a point which Brown quickly noted as further evidence that the fleet was English), while the Ameri-

cans, although devoting some attention to their adversary's rigging, fired mostly into the Nanny's hull with a view to sinking her as quickly as possible. As a result of these tactics Brown after the action had lasted about an hour found his foreyard shot away and lying on the fore-castle, a large piece out of his mainmast, and his sails and rigging seriously injured, while the Nanny was seen to be in a sinking condition.

The Nanny made a heroic fight, but she was outclassed by the General Arnold's gunnery. In his official report to the owners of the privateer, dated at Cadiz, June 2, 1779, Beynon gives a manly account of the battle, besides some details of the manner in which the Yankees used "firepots" or earthen jars filled with combustibles which on being dropped on the enemy's deck would set fire to wood-work.

Beynon reported: "On the 20th of May, when off Cape Finisterre, we saw a ship in pursuit of us, and being resolved to know the weight of her metal before I gave up your property, I prepared to make the best defence I could.

"Between 8 and 9 o'clock [A. M.] he came alongside with American colors and three firepots out, one at each end of his fore yardarm and one at his jibboom end. He hailed me and told me to haul down my colors. I told him to begin and blaze away, for I was determined to know his force before I gave up to him.

"The battle began and lasted two hours, our ships being close together, having only room enough to keep clear of each other. Our guns told

Daring Capt. Brown At- tacked and Defeated Enemy in View of Great Merchant Convoy

well on both sides and we were soon left destitute of rigging and sails. As I engaged under topsails and jib, we were soon shattered below and aloft.

"I got the Nanny before the wind and fought an hour that way, one pump going, till we had seven feet of water in the hold. I thought it time to give up the battle, as our ship was a long time in recovering her sallies [rolling] and began to be waterlogged. We were so close that I told him I had struck and then hauled down my colors.

"The privateer [General Arnold] was in a shattered condition. Her foreyard was shot away and lying on the fore-castle; a piece was out of her mainmast, so that he could make no sail until it was fished. All her running rigging was entirely gone and a great part of her shrouds and backstays. None of her sails escaped injury except her mainsail. By the time we were out of the Nanny the water was up to her lower deck and she quickly sank.

"When Capt. Brown heard of the small number of men I had he asked me what I meant by engaging him so long. I told him I was then his prisoner and hoped he would not call me to account for what I had done before I hauled down my colors. He said that he approved of all that I had done and treated my officers and myself like gentlemen, and my people as his own.

"I had only two men wounded, and they with splinters. The cook, I believe, was drowned, as he never came on board the privateer [General Arnold]. Nothing was saved but the ensign and that was full of holes. . . . The privateer [General Arnold] had six men wounded and is the same that fought the Gregson of Liverpool."

While the General Arnold and Nanny were engaged in their tooth and nail struggle three frigates were observed putting out from the great fleet and by availing themselves of fitful gusts of breezes that occasionally rippled the satinlike surface of the ocean swells gradually made their way toward the combatants. Fearing that they might be English Capt. Brown, after the surrender of the Nanny, exerted himself to the utmost to place his crippled brig in condition to make sail.

All that afternoon the frigates slowly but surely crept up on the disabled General Arnold while the Americans made frantic efforts to hasten temporary repairs. But fate seemed to be against them, for by sundown a fresh breeze enabled the frigates to sweep grandly down on the shattered brig. When within hailing distance they broke out French colors and announced that they were from the outward bound French fleet. After extending effusive congratulations to Capt. Brown for his brilliant victory the commanders of the frigates returned to their places in the convoy.

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