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WILKES MAN ON SHIP SUNK BY SUBMARINE.

U. S. S. President Lincoln Was Commanded by Percy W. Foote—Thrilling Story.

Following is a thrilling story from a recent issue of the New York Herald on the sinking of the U. S. S. President Lincoln, as related by a survivor. The ship was in charge of Commander Percy W. Foote, son of former county superintendent, Major James H. Foote, of Wilkes, and brother of Mr. A. V. Foote of North Wilkesboro, secretary of the Williams Mill Company at Ronda and brother of Mr. James Foote, of Little Rock Arkansas, and of Mrs. Electa Cooper, of Statesville; Mrs. Lillian LeGrand, of Winston-Salem. He was returning to this country from France, the ship doing service as a United States transport. The story is as follows:

Thrilling and dramatic and revealing how the traditional courage, coolness and discipline of the American navy in time of danger was upheld in the sinking of the United States transport President Lincoln is the story related to the Herald by Lester Neuberger of 26 Park place, an enlisted man in the navy and one of the survivors.

With the side of their ship torn by a torpedo from a German submarine five hundred miles off the French coast on morning of May 31st, the American gun crews kept firing while the transport settled beneath their feet. Commander Percy W. Foote, in command of the transport, remained on the bridge, giving orders thru a megaphone as calmly as tho he were entering a friendly port.

At the solicitation of his subordinates, Commander Foote and his executives donned seaman's uniforms and thus escaped capture when the U-boat commander made a search for them. The Hun, however, took prisoner Lieutenant Edward V. M. Isaacs, who was ill and unable to disguise himself.

The 688 survivors made their escape in boats and on rafts and were picked up by destroyers after drifting for 16 hours. Neuberger drew a vivid picture of the men singing as the President Lincoln sank and the submarine wove in and out among the groups of survivors on the fruitless search for the commander.

Undisturbed by the danger, one of the seaman sat on a raft and drew the sketch of the submarine which the Herald here prints.

Neuberger said that the German commander was a man of fine appearance and spoke faultless English. He described an usual incident in submarine warfare as carrying on by the Prussians by telling how they took a seaman, C. E. Anderson, who was ill from one of the small boats and released him after giving him coffee, hardtack and cognac.

Neuberger declared that the crew of the transport has been in France but six days and began the return run in good spirits. "We were called on deck at a quarter to three o'clock as usual on May 31," he said. "The order, 'All hands on deck, up all hammocks!' came from our Jimmy Legs, for it is compulsory that every man be on the pen deck from dawn till sun rise, just as he must be from dusk and until dark, with lifebelts on. Dawn on the morning of May 31 was at a quarter to 3 o'clock. Besides having to be on the open deck during those two periods morning and evening, we also must sleep with all our clothes on, including shoes, while we are in the so-called war zone. We are not permitted to turn in for the night until officially notified to do so.

Explosion Follows Alarm.

"On this particular morning everything went well until mess. I was below priming up for 'assembly,' when

at about 10 minutes to 9 I heard the general alarm sounded. For perhaps thirty seconds; I believed that it was a call for special drill but a fearful explosion that came then made me realize that the alarm had been a torpedo or possibly a mine had gone home."

It afterwards turned out that the torpedo that struck the President Lincoln struck her side not a hundred feet from where I was in my 'shop.' I made my way as quickly and quietly as I could above.

"The discipline among the boys was wonderful. Everybody moved without the slightest trace of excitement, altho everybody below at the time knew that we had been fairly struck and that it was a question of taking to the boats and quitting the good old ship."

"My station was that of 'Man the falls,' whose duty is to handle the line for lowering the boats, to which I had been previously assigned.

"For a time it looked as if the President Lincoln would not sink. When I came on deck there was a severe list to port, from which the big ship righted herself, very quickly, and remained on an even keel for what seemed, of course, a much longer time than really passed. The inrush of waters probably caused the ship to list heavily to starboard, the side I was on. It seemed that I could almost touch the top of the waves as they washed up underneath my station.

"The weather was all that we could wish for and this, added to the absolute discipline among the men, made the first general alarm was given, and the rafts that had been launched when survivors safely into the boats and to also to bring back in safety every man of them to France after some sixteen hours in our frail craft on the big seas.

Gave His Orders Calmly.

"The President Lincoln was hit exactly at three minutes to nine a. m. and sank exactly at twenty minutes after nine a. m. It was an inspiring sight to see the commander on the bridge with his megaphone giving orders just as calmly as if we were merely manoeuvring out of a harbor instead of getting away from a sinking ship as quickly as possible.

"Another thing that will forever remain in my memory as a most wonderful spectacle was to see Nos. 1 and 2 gun crews, forward, remain at their posts and fire at the submarine while the President Lincoln was slowly settling under their very feet. It was as if the good old ship, in her dying struggle, was even then trying to destroy the elusive assailant that had given her death blow.

"During this fring at the U-boat, the men from the transport went overboard like frogs into a pond, that is, those who were making for the big rafts that were floating near the ship's side.

"As the seventh shot was fired the gun crew got the 'abandon ship' order and quit.

"The transport's stern was settling all the time, but all hands, except the twenty-six missing, of whom three were officers, were well clear of the vessel when she took her final plunge, stern first.

There was a terrific rush of air from the ventilators that we could plainly hear, a considerable distance away. We expected the boilers to explode sooner than they did. When they did, there was a loud dull roar and the single funnel, which at the time was half way under water was lifted into the air and came back into the ocean with a great splash.

"All the men in the boats and on the rafts were singing, 'Over the Bounding Main,' 'Hail, Hail, the Gang's All Here,' 'We May be Gone for a Long, Long Time,' 'If Mother Could Only See Us Now,' and Many

Brave Hearts are Asleep in the Deep.

"The boat in which I was bumped into a depth charge which was afloat on the top of a chest. You can imagine we pulled away from there on the double quick.

Fight Against Old Neptune.

Of course there could be no help from the other ships, as the rules are to scatter when one vessel is hit. But the wireless from the others, as well as our own wireless, had notified the fleet headquarters and we knew that destroyers would be sent to pick us up if we could only fight off old Neptune long enough.

"We had hoisted make-shift signals of all sorts. In our boat we had one made from an officer's undershirt, which he obligingly donated.

"Very soon after we had seen the President Lincoln disappear the U-boat came toward us.

"Now, since sailors on the sea are the same as soldiers on the field, all of us thought that the Germans would open fire on our boats and destroy us as legitimate prey, so that we would be combatants no longer. But nothing of the sort happened.

"The captain of the U-boat was the handsomest chap I ever saw and he spoke faultless English.

"He and his men hove to a little distance from us and calmly took snapshots with cameras from the deck of the U-boat. After they had taken all the pictures they wanted, from a distance, they came alongside the boat I was in, with several of our other boats clustered nearby, and took some real 'close-ups' of us!

"When that was over with they put away their cameras and began moving from boat to boat, inquiring for the commanding officer of the President Lincoln.

"For very good reason they did not find the commander nor any of the officers except First Lieutenant Isaacs, who was too seasick to disguise himself, and who was taken a prisoner on the U-boat.

"The commander, at the urgent solicitation of his men, had donned a sailor's uniform and had taken his place at one of the oars. So had the executive officer of the transport.

"But a sort of intuition made every man of the survivors say that the commander and the executive officer had gone down with the ship when they were questioned by the U-boat commander.

"The U-boat commander's rank I would like to know. All he had on his sleeve was a crown. He and his crew remained with us for five good hours, questioning us and looking for the captain and the executive officer, and every now and then again taking snapshots of us in our boats and rafts.

"When the U-boat drew away and disappeared at 3 o'clock that afternoon we got all our boats and rafts together into a sort of drifting community, and then one of our officers took stock of what we had in the way of smokes. He collected all we had and then divided equally the stock of cigarettes and matches.

"In my boat there was an army officer who had a satchel and who had not volunteered to declare, as all of us other fellows had done, just what he had in the way of cigarettes and matches. A little later he got to be very seasick, and when one of our men took a chill and there was no clothing to put around him, somebody opened the army man's satchel to see if there was anything in the way of clothing in the bag. The army man was too sick to notice what we did. In the satchel we found some heavy underclothing for our man who was ill and at the bottom of the bag, we found several large cartons of cigarettes that the army man had not cared to disclose he possessed. You may be sure that we took everything away from him and divided the loot among all hands in all boats.

"In emergencies such as the one in which we found ourselves, we are not allowed to touch food or water for twelve hours, if the chances of rescue seem far off. That is a precaution in order to make the supplies last as long as possible.

"We had not yet touched the food or water when at 11 o'clock that night we sighted a flickerlight. It came nearer and nearer. It was a destroyer, which had reached the scene of actual torpedoing at 7 p. m., but as we had drifted a long way off, had not

found it till 11 o'clock.

"I learned afterward that two destroyers had come and had circled a ten-mile radius, but as we had drifted eighteen miles, they had not found us, and had then begun a second ten-mile circuit, when they finally came upon the place where we were. The second destroyer soon came up, and by 1 o'clock in the morning all hands had been transferred to the war ships.

"The destroyers, with all survivors on board, remained on the scene until 4 a. m., helping to pick up others and then we proceeded to the French coast. A 6 o'clock we passed a great mass wreckage of the President Lincoln—chests, furniture and so on.

Divide Food and Smokes.

"The men on the destroyer were certainly fine. They divided all their clothes, smokes and food with us survivors and were a hospitable lot all the way thru.

"I might add that there were forty-two men in my boat, where I had the stroke oar. We started from the ship with about eighteen and picked up the others from the water or from overcrowded boats or rafts. When we gathered, after the U-boats left, we lashed many of our boats and rafts together, which was possible because of the fine weather.

"Under the cool directions of our officers we took men from rafts and placed them in lifeboats, according to their physical condition, the strong, younger men being placed on the rafts, where the exposure was more severe than in the boats. This will prove to Americans the fine order and discipline that we maintained thru-out our trying experience.

"Just as the Lincoln went down we gave three big cheers, just to give the old girl a fitting send-off and make her feel a bit easier as she lies on the bottom of the Atlantic."

War Profits Will Be Made

To Pay Enormous War tax

Washington, July 1.—The report of the Federal Trade commission showing huge war profits and profiteering in many industries has aroused members of Congress at both ends of the capitol and may have direct fruit in the framing of the war revenue bill. That radical rates of taxation will be levied on war profits, in the light of the disclosure which the commission made in its report to the senate Saturday, became quite probable today as senators and representatives digested the startling revelations.

Both the ways and means committee and the finance committee will have the Federal Trade commission's report before them in drafting revenue legislation. Senator Simmons and other members of the finance committee today said the report would be closely scrutinized. Senator Borah, introduced the resolution which brought the report declared today that no business institution should ask more than a modest profit in war time and the senators who insisted last session on a very excess profits tax were now supported by the report of the commission.

Chairman Simmons and his committee undoubtedly would consult the trade commission's report.

"We will use the facts disclosed in the report of the trade commission in drafting the revenue bill, and also other information being prepared by the treasury officials," said Senator Simmons. "We cannot afford to wink at such conditions as have been disclosed in the report. It is true the profits dealt within in that report were largely due to monopolistic conditions, and I much doubt that business generally has made such profits."

Senator McCumber another member of the finance committee, said the situation on profiteering must be handled by taxation. Price fixing, he suggested, cannot meet the evil. He predicted there would be strong sentiment in the committee for exceedingly heavy taxes on all profits above a modest and reasonable return on investment.

Chairman Kitchin and members of the house committee have long been convinced of the prevalence of huge war profits and Mr. Kitchin has made several speeches on the subject. The excess profits beneficiaries, therefore, will get little sympathy from the Kitchin committee

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