

STORY OF U-BOAT'S TRIP ACROSS THE OCEAN READS LIKE FICTION

Commander of Intrepid Crew Tells in Modest Manner How German Submarine Dodged Hostile Warships in Remarkable 3,800-Mile Voyage.

Baltimore, Md.—How the German U-boat Deutschland, the first submarine to cross the Atlantic ocean, made the 3,800-mile trip, dodging hundreds of hostile warships and thousands of floating mines, dropping to the floor of the sea when endangered by approaching ships and running under the surface of the water for miles to escape possible pursuers—all this makes up a story that is more thrilling than any that has appeared in the pages of fiction. The imagination of Jules Verne never conceived any tale more romantic than that told by Capt. Paul Koenig, who with his intrepid crew piloted the undersea craft from Helgoland to Baltimore.

But the story was told modestly by the sea captain, who refused to see anything very remarkable in his exploit.

Describing the voyage of the Deutschland in a quiet and simple manner, Captain Koenig said:

"The Deutschland was completed some months ago. I was chosen to command her, I suppose, because I have been captain of two North German Lloyd liners, the Princess Irene and the Schleswig, and had also sailed into Baltimore with the Rhein and the Neckar.

Knew Little of Submarines.

"I knew little about submarines. Indeed, this was my first long cruise in one, but I was given an opportunity to make trial trips in the Baltic and elsewhere. The company assembled a crew of twenty-five men. Most of them are married and they range in age from twenty-one up to forty.

"My first officer is Mr. Krapohl, my second officer Eyring and Klees is chief engineer. Klees is the most important man of all.

"We left Bremerhaven at noon of June 14. In our cargo we had about \$1,000,000 worth of dyestuffs. Also I carry 300 tons of iron for ballast. In addition we were given three packages of mail from the foreign office to be delivered to Ambassador von Bernstorff. This I turned over.

"Well, we went to Helgoland from Bremen. The trip consumed only a few hours and we kept on the surface all the way.

"No, the British blockade is not half as tight as they would have you believe.

Had Much Oil Left.

"Here we delayed for nine days. This was for the purpose of disposing properly of our cargo and ballast and the reception of food and fuel. We took on 180 tons of oil. We have ninety-five tons left, enough to take us home again.

"We had not serious accident, no trouble with our engine or submerging apparatus, and had more than double the amount of fuel needed.

"Only one case of sickness of any sort developed on the trip. One of the sailors was badly sunburned one day.

"We left Helgoland on the 23d of June and headed across the North sea for the Channel. Almost all the time we traveled at a steady speed of 13 or 14 knots on the surface of the water.

"In fact, we traveled very little under water. Only 91 of the 3,800 miles was done under water. Our practice was to submerge for a very short time the moment we sighted an enemy ship. We went under five times in the North sea, six times in the Channel and three times in the Atlantic ocean.

Under Water Ten Hours.

"The longest time we remained under water at any one time was ten hours. This was in the North sea. If necessary we could submerge for four days. Then we would be forced to come to the surface to recharge our oxygen batteries.

"Once we went down almost fifty fathoms. This was at the time we remained beneath the waves all night. Your see, we had sighted English destroyers and merchantmen. It was just a small group—we never ran into a fleet or a large group of ships—but we thought it best to avoid them.

"Were we afraid?" The captain's laugh was a dry cackle. "No, not exactly; just cautious. We were not afraid of mines because we had a pretty good idea of their location. But we did not want to give a destroyer or a merchantman a chance to get in a lucky shot or ram us."

"How did you amuse yourselves down there at the bottom of the sea?" The captain looked a little shamefaced. "Why, we played our two graphophones and drank a little champagne," he replied.

Crew Played Graphophones.

Imagine the picture. Foggy night—heavy sea—destroyers prowling above, and men—human beings like you and the man in the next flat—drinking wine and listening to a graphophone 300 feet below the surface of the black waters.

"What did you play?" the captain was asked.

"We had a hundred selections," he responded. "That night we played a selection from 'Peer Gynt,' some American ragtime and 'Deutschland Ueber Alles.'

"We amused ourselves also in reading. We had a library of forty volumes. A good many of our books were by English authors. We carried many of Shakespeare's plays. Shakespeare, you know, is better known in Germany than in England. We had Mark Twain's 'Innocents Abroad,' some of Jacob's stories and many of Dickens' novels."

"How about Jules Verne's 'Twenty Thousand Leagues Under the Sea?'"

"Oh, that book is too full of imagination for us," replied the sturdy little sailor with a laugh.

"I suppose you felt you were living in fiction?" asked someone.

"No, it was pretty human," was the remarkable answer. "We did not have much time for speculation. We were divided in four-hour watch parties, and that kept us busy."

Kept to Course.

Captain Koenig said he had kept on the course previously decided upon without deviation. Asked if the Deutschland had made a detour of 800 miles to avoid enemy warships, as reported, he replied:

"No, indeed. You see it was much simpler to submerge than to dodge about. But our task was rendered much more simple by the fact that we were not once sighted by an enemy ship."

Captain Koenig spent eight years in the North German Lloyd's Asiatic service. He was once first officer of the Eitel Friedrich, now boxed up in Newport News. He became a captain five years ago, and just before the war was given command of the pleasure ship Scheswig, which he says was a fine thing for his constitution, as it took him to the Mediterranean in winter and to Norway in summer.

For many years he has been a citizen of Bremen, where his wife, his fourteen-year-old son and his little "maedel" of six are at the present moment celebrating his success.

Surprised at Reception.

The reception given the Deutschland by Americans came to Captain Koenig and his crew as a complete surprise. Eager as they had been to reach America, great as was the enthusiasm when Cape Henry was sighted—there was not a man on board who did not feel anxiety over the reception they might be given when they got here. And the captain was the most anxious of all. He admits it with the perfect frankness which is one of his characteristics.

If the reception had been different, declares Captain Koenig, he was quite prepared to swing his boat around and take her back to Germany. He could have done it, he said, without taking on any supplies, whether of food, water, oil or anything else. The machinery would not have needed overhauling.

"A run of 9,000 miles would give us no trouble at all," he said. "Our action radius is 13,000. We have more than enough oil on board for a return trip. And as for water, we shall throw overboard ten tons of fresh water which is still in our tanks. The food question is just as simple. On board we live American style—that is to say, on tinned things. Even our bread is tinned. In the can it is good for six months, at least. Of course, it must be eaten as soon as the can is opened."

Boat a Mass of Machinery.

As described by Dr. John C. Travers, assistant U. S. health officer, who was taken through the boat by Captain Koenig, the Deutschland's interior appears to be mainly a mass of machinery. She has but one deck below and a seventeen-foot depth of hold for her cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passageway leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the dynamo, which stores electrical energy to drive the vessel when submerged.

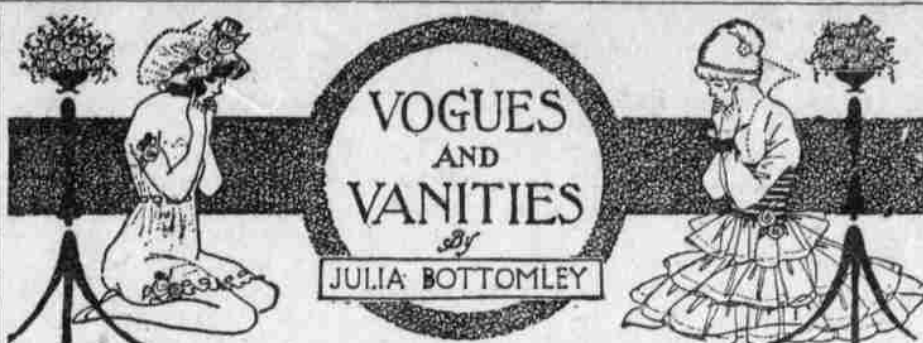
Next Dr. Travers was taken into the officers' messroom, scarcely larger than the staterooms, with a galley built with all the economy of space of a Pullman dining-car kitchen. Aft the messroom, about one-third the ship's length from her stern, is the submerging machinery and two periscopes.

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel her on the surface.

Calls It Amazing Sight.

"I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Captain Koenig told the doctor that while on the surface the noise of the machinery was almost deafening. When submerged, said the skipper, "she moves almost silently, and then we enjoy ourselves."



Of Printed Challie With Chiffon Frills.

Sometimes a simple gown is so altogether charming that it may be indifferent to current styles because it is destined to outlive them. In the picture two views of an afternoon frock are given of a design so altogether good and artistic that it fits into the modes of today and those of yesterday and tomorrow.

Nothing more unusual than a printed challie is used for this really extraordinary frock. It would be incomparably refined in gray and white and there are many beautiful designs in challies and many soft colorings that may be used with equal success for making it. It is cut with a kimona waist folded in at the waistline to panels which extend down the front and back of the skirt. One cannot tell by looking at it alone whether it fastens at the back or front, as the bodice laces together at both places with baby velvet ribbon. All edges of the bodice are finished with a silk-covered cord, and there is a girde made of it. Two strands of the girde terminate in a flat button at the front at one end and at the other in two

loops that fasten over the buttons. The girde is spread at the middle of the back, where four small silk-covered buttons hold it to place, and it is tacked to the waistline across the back and sides. It hangs free at the front in the manner of a classic girde.

The straight-hanging skirt pays its respects to the modes of today with shirred side pieces that add to its fullness. It is finished with a four-inch hem headed by an overlapping tuck.

Hanging from the girde is a small reticule made of the material and edged with the silk-covered cord. The neck and sleeves are filled in with soft frills of white chiffon knife plaited.

This is one of those models which is well suited to a slender figure, especially when made up in a light-weight but not transparent material, like challie. The heavier figures may choose sheer fabrics in soft weaves, such as voile or null, for making it. In this case it will need an underslip of silk.



To Smarten Up the Costume.

It is no secret that a supply of pretty accessories may be depended upon to smarten up even a meager wardrobe to the point of making it interesting. They are a great help to the tourist who wants to travel light (as all good tourists do) and still be presentable for whatever may come up in the way of entertainment. Crisp neckwear, bright girdles and gay handbags help out immensely. They must be depended upon along with the costume blouse to furnish up the traveling dress for some occasions.

Ribbons need no excuse for their gay suggestion of dressy elegance. They make up a considerable part of all summer neckwear and nearly all girdles and bags. In the picture given above a small cape of rose-colored ribbon, a neck ruff of gray satin and velvet ribbon, and a vanity bag of white and gold brocaded ribbon attest

their importance in the wardrobe. The cape is made of plain satin ribbon in a soft shade of rose color, made of four overlapping ruffles. It is finished with a plaiting of ribbon about the neck, a scant ruche and ties of ribbon. Three small ribbon roses finish it.

For an older woman a useful ruff is made of gray taffeta ribbon laid in full double box plaits and banded with velvet ribbon which is finished with bows and hanging ends, one at each side. It is a real protection for the throat. The vanity bag of white and gold brocade has a "gate" fastening of French gilt and is finished with a white silk tassel at the bottom and handle of heavy white satin ribbon.

Julia Bottomley

WASHINGTON GOSSIP

Patriotic American Wants to Donate an Airship

WASHINGTON.—A patriotic, presumably foreign-born American, who wants to do his or her—the sex is not certain—part in promoting preparedness, has conceived the notion of building an airship as a contribution to the forces of defense and offense. The only trouble is about a motor, and the individual makes a formal request that the government contribute this essential part of his proposed flying machine. But it cannot be done, and the problem must be worked out in some other way by this person anxious to do a public service.

The communication, asking for an aeroplane motor, is addressed: "To Assistant Secretary of Treasury Bryen R. Newton, White House, Washington, D. C."

It comes by mail, postmarked from a place in Pennsylvania, and reads:

"Dear sir, "After sein the battle cry of peace that was say that every one shoul have an aptemion of the war, and i decidet to make one alrship of my own, but the only thing that i need is the motor that i cannot make im my self. I am a pour boy 21 year of age, and i never got no much of money, and i work here with my Brotter with smal salary.

"I aint got no much friends in this countri but my brotter, and he dont want help me to buy the motor.

"And so i ask you if you sand me a alrship motor, an soon i make everytinge i will take a trip before any one else to san francisco, Cal.

"Now exumse for the bad writing because i cant write american."

The government has no motors which could be disposed of in this way and no appropriation for such purposes, Assistant Secretary Newton advises the applicant for aeronautical honors.

Veterans of Spanish-American War in Congress

NEARLY a company of soldiers who are veterans of the Spanish-American war of 1898 can be mustered in the two houses of congress. Most of these veterans were connected with volunteer regiments and the National Guard, and their services during the Spanish war ranged from mobilization to actual battle, but they were more or less trained soldiers, and the majority of them are in fair shape for fighting today.

Of course, some of the congressional veterans of the Spanish war are now fat and short-winded. It would take several months—maybe longer—to put them in condition, but they are veterans just the same, and have a knowledge superior to that of the "rookie" regarding military tactics and service. Some of the legislators have retained an active interest in military affairs.

Here is a fairly complete list of the experienced Spanish war veterans now: Senators—Fall of New Mexico, Hardwick of Georgia, Hughes of New Jersey, Lewis of Illinois, Vandaman of Mississippi, Wadsworth of New York, Weeks of Massachusetts, Poindexter of Washington.

Congressmen—Gardner of Massachusetts, Crago of Pennsylvania, Dyer of Missouri (now commander in chief of the United Spanish War Veterans), Aiken of South Carolina, Anderson of Minnesota, Ellsworth of Minnesota, Greene of Vermont, Hart of New Jersey, Haskell of New York, Helvering of Kansas, Howard of Georgia, Huddleston of Alabama, Hull of Tennessee, Humphreys of Mississippi, James and Loud of Michigan, Neely of West Virginia, Oglesby of New York, Oldfield of Arkansas, Sells of Tennessee, Stone of Illinois, Tilson of Connecticut, Van Dye of Minnesota.

Congressmen Johnson of Washington, Langley of Kentucky, Austin of Tennessee and Key of Ohio are numbered among the honorary members of the United Spanish War Veterans.

These veterans of the war of 1898, together with members of congress who are affiliated with the National Guard, would present a good-sized company of legislators were they to decide to go to war again.

Funny Echoes of the Big Preparedness Parade

THE squirrels and birds of all Washington picnicked in the capitol grounds this morning after the preparedness parade. The ocean of humanity that billowed over the green the day before left its flotsam and jetsam of peanut hulls and lunch bags, and—to judge by numbers—furred and feathered society from the most exclusive parks in town was among those present at the feast.

And the parade itself was echoed in fine style by a swarm of small kiddies—most of them of the type that runs to curls and foreign eyes. In front of everything rode a boy on an umbrella handle—Major Pullman, if you please.

Behind marched the Marine Band, Jr.—don't ask for details—and after that came a bare-foot, frizzle-headed lad, who held a grown-up hat at arm's length and bowed, right and left, automatically, like a top wound up with a key. There was no mistaking who was the president of the United States in that parade. At his right—let us quote—"walked William F. Gude, chairman," etc., and at his left "Rudolph Kauffmann, treasurer," etc., "each more formally attired and wearing high hats"—which the prosaic eye might possibly have mistaken for picked-up bags.

Having marched the stretch of pavement to a flag-covered box, the three rigidly important personages sat down on it, and the "ladies" of the party, being unable to secure accommodations on the grand stand, stood, as naturally as if they had been riding in a street car.

In the march that followed a batch of serious-eyed babies carried a newspaper page, which, you will understand, was a flag. And another imitative touch, surprising in its realism, was provided by three boys—one beating a drum, one playing on a stick and the third with a rag around his head, waving a flag like mad. They had—somehow—caught something more than the tableau "Spirit of '76."

New Designs for Our Halves, Quarters and Dimes

UNCLE SAM is going to have some new styles in his coins, and next fall we are going to have dimes, quarters and half dollars of designs never before seen in the metal money of this country. It will be the first change which has been made in this minor silver since 1891. Secretary McAdoo seems to think that the half dollar has declined in popularity because it had not a pretty design. Secretary McAdoo has another guess coming. Nobody ever declined a half dollar that he could get a half hold of. Just the same, the design is going to be changed.

The face of the new half dollar bears a full-length Liberty, with a background of the American flag flying to breeze. The goddess is striding toward the dawn of a new day, carrying laurel and oak branches, symbolic of civil and military glory. The reverse side shows an eagle perched high upon a mountain crag, wings unfolded. Growing from a rift in the rock is a sapling of mountain pine, symbolic of America.

The design of the 25-cent piece is intended to typify the awakening of the country to its own protection. Secretary McAdoo's announcement states. Liberty, a full-length figure, is shown stepping toward the country's gateway, bearing upraised a shield, from which the covering is being drawn. The right hand bears an olive branch of peace. Both the half dollar and the quarter bear the phrase, "In God We Trust."

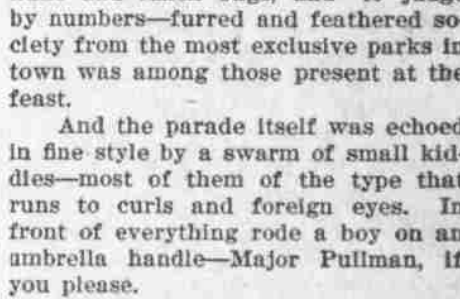
The design of the dime is simple. Liberty, with a winged cap, is shown on the fore-side, and on the reverse is a design of a bundle of rods and a battle-ax, symbolic of unity, "wherein lies the Nation's strength."



YOU BEGHA I GIVE A AIR PLANE TO UNCLE SAM



WITH A LITTLE TRAINING I'D SOON BE ABLE TO CHASE MEXICANS



PEOPLE WILL BE GLAD TO GET 'EM NO MATTER WHAT TH' DESIGN IS