

BRITISH NAVAL RECORDS HOLD TALES OF FIGHTS WITH U-BOATS

Stories in Brief Form Reveal German Savagery and Frightfulness, With Occasional Touches of Comedy—Many Describe Hairbreadth Escapes and Gallant Defense by British Sailors.

London.—In a big room in Whitehall there are kept all the records of British merchant ships' encounters with U-boats. There they are, volumes and volumes of the most damning evidence, indelible for all time, of German savagery and British bravery. Ever since Germany's cold-blooded frightfulness at sea began these records have been piling up in this room; and only now are they being allowed to see the light.

They tell of all kinds of ships, from big liners down to tiny schooners. All are short, but realistic, testifying to the British merchant sailors' behavior against the ugliest methods of German warfare. They tell of fights with submarines, often against enormous odds, and of hairbreadth escapes; of gallant rescues and perilous adventures in small boats on the open seas; of German submarine crews who jeered at their victims, and of some few cases where the German crews helped to rescue them.

Here is a typical story of a fight between a merchantman with a little gun and a U-boat. It is perhaps one of the longest of the records.

There was a heavy sea, with squalls of rain, and the time was five minutes to three in the morning. The captain says:

Sighted Submarine Ahead.
"Almost immediately I sighted a submarine right ahead, crossing from starboard to port. It was a very big one, and there were four or five men around the conning tower. I put helm hard a-starboard and tried to ram him, but missed by feet, as I could hear the men shouting aboard her. As soon as I saw I had missed her I sung out to the gun's crew: 'Look out close on port side there!' and I put the helm hard a port to bring the enemy astern.

"Almost immediately afterward I heard the report of my gun, and, turning round, saw a big bright flareup in the water in the port quarter like a big explosion. This was verified by the gun's crew, the second officer and the mate, who was the spotting officer. About ten minutes afterward I noticed what appeared to be the wake of a torpedo passing along the port side, and I shouted the gun's crew: 'Look out port quarter again!' and put the helm to port; but as I was calling out my orders second officer and gun's crew observed the bow and stern wake of a submarine on port quarter steering parallel to us and coming on at a good speed.

"We fired on him, but made no hit, and I ordered the men to cease fire, as I hoped to escape in the darkness, and the flash of the gun was very brilliant, it being a dark night. I then ordered the chief engineer to get his men down the stokehold and drive the vessel to his utmost, and ordered the gun's crew to stand by gun, and every one to put a lifebelt on."

The captain continues with a fine touch of unintentional bravado:
Felt Enemy Was Pursuing.
"As the officers had not yet had their coffee I told the steward to get it for them and went back to the bridge and spoke to the second officer about keeping a sharp lookout, as I felt somehow that the enemy was chasing us."

He was, sure enough, for, adds the captain:
"About twenty minutes past six o'clock I went below to the chart room to get our position again, and almost immediately I heard a terrific explosion on the port side. I ran up on the bridge and ordered all boats out and called the wireless operator to send out an S O S and give our position. As his machine broke down almost immediately we got no reply. A few seconds after the first explosion I heard the heavy, dull, explosions

from the bursting boilers and the ship was involved in steam, smoke and fumes."

A few minutes later the vessel sank and, as most of the boats were smashed, the captain and some of the crew jumped into the sea and swam until picked up some hours later.

In all these records the commanders and crews of the U-boat are seen face to face and their actions and words are set down without prejudice. There is a tale of a terrible struggle with death in the case of a torpedoed ship, boats smashed, the only two that reached the water being upside down. Some of the crew jumped from the vessel and sought refuge on them.

U-Boat Up Three Times.
The U-boat approached them and ordered the survivors to come on board the submarine. They shouted back that they were capsized and could not move. Three times the submarine came up with a similar invitation; three times the commander received the same reply. Then the U-boat came alongside one of the upturned boats, took the name of the ship and the master and all the details. The crew of the enemy craft was asked by these shipwrecked men to help right their boat for them, but no answer was given, though the Germans must have heard the frantic knockings of one poor chap imprisoned under the capsized boat and who was trying to attract attention to his pitiful plight.

The submarine steamed ahead and put the helm hard over, with the result that the men clinging to the keel of the boat were thrown into the water again. They managed to scramble back to their boat, with the man still underneath it, but they pulled out the plug to give him air, and ten hours later they were rescued.

The Germans take elaborate steps to find out the name of the ship they have sunk and the nature of her cargo. In one case a master, while engaged with his crew bailing out a leaky lifeboat, was hailed by the submarine for the name of his ship. It was given to him, but the commander shouted back that he could not find the name in the shipping list and ordered one of the crew to go on board. The emissary spe' the name and the officer disappeared into the conning tower and three-quarters of an hour later he returned and said he had found the name of the ship.

Photographed Two Negroes.
Another ship carried a crew of 47, two of whom were negroes. The ship was torpedoed in the usual way without warning and sank so rapidly that there was no time to lower the boats, though luckily the entire crew had lifebelts. Seeing a negro in the water, the commander of the submarine took him on board, and as soon as he reached the submarine his wrists were imprisoned and held. They then took

him and also of the other negro, who was floating on a raft nearby. The first man was then allowed to dive from the submarine and he, too, swam to the raft.

These photographs were clearly intended for German propaganda. Out of the crew of 47 men only 15 are known to have been picked up. The captain of the ship was left on the bridge when the boat went down and was not seen again. The saved men were in the water for hours together, the U-boat as usual submerging and leaving them to their fate.

Among all the tales of cool and splendid behavior, which Sir Rosslyn Wemyss in paying a tribute to the British merchant navy recently described as "beyond all praise," is that of a stewardess of a big liner, which went down, according to one account, in seven minutes after the explosion. The master says: "The stewardess behaved exceptionally well, and with great presence of mind gave mufflers and other articles to the crew when they were in the boat." It is in this story that one of the very few acts of humane conduct on the part of a German submarine commander is recorded. "Submarine picked up two of the men in the water himself, after which we went alongside the submarine and took the two men on board."

Among all these records of horror, bravery and cruelty there are little glints of something almost approaching comedy. Take, for instance, the record of a little South Coast schooner, which was sunk a some way from home. The first part of the story is that of the master told to the British consul abroad. The master described how, when the ship was struck, three men got into the boat. Before the fourth man could get in an accident occurred and the boat was upset.

RED CROSS IN ALASKA



Mrs. Louis K. Pratt is a prominent clubwoman and chairman of the Liberty bond committee of Fairbanks, Alaska. Fairbanks claims more than 2,000 Red Cross members who are raising funds despite the decreased buying power of their dollar. All bridge clubs are donating their club dues to war purposes; the various women's clubs have collected during the winter every scrap of discarded metal and rubber to be sent to the "States" for the Red Cross at the opening of navigation. One small club raised by delicatessen sales enough money to endow a bed in the Neully hospital, which Alaskan women are trying to support. Their second sale alone netted them \$447.50.

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The master reported four men drowned—what happened to the fourth man is not clear—and remarked that "those drowned became too excited." His ship had been heavily shelled for a long time, but the German shooting was very bad. The captain and boy, who remained on board, were taken on board the submarine and released five hours later and put on board a foreign ship. The captain was unable to give any description of the submarine: "Captain could not describe submarine. He said he was sent below at once—Step!"

The next part of the story is from one of the men whom the master thought lost. He gives an idyllic picture of the scene before the shelling:
Vessel in Full Sail.
"The vessel had all sail except the mizzen gaff topsail set. The wind was abeam, the vessel on the port tack, heading southeast and east. The master was standing by the helmsman. The mate was talking to the master, both on the lee side of the poop. She was making six or seven knots through the water when the master asked the mate: 'Is that a submarine?' The mate had a look at it and said: 'Yes, it is.' The master took the wheel and ordered all hands to get the boat out. Before the boat got into the water the submarine started shelling."

Then the disaster happened. The man on the boat reported that "nothing has been heard of vessel since deponent last saw her." It seems that "about three hours after leaving ship boat righted and was baled out." But a most interesting part of the story is missing; for one would like to know whether master and crew met again and what they said to one another.

Says the mate of another little ship "Master's reason for abandoning ship was that she sank under him."

And, as is but natural, the seaman's pride in his ship is often revealed in these records; as "She went down with hardly a splash, like the lady she always was," and "I shall never get another like her."

IMPORTANT NEWS THE WORLD OVER

IMPORTANT HAPPENINGS OF THIS AND OTHER NATIONS FOR SEVEN DAYS GIVEN

THE NEWS OF THE SOUTH

What is Taking Place in The Southland Will Be Found in Brief Paragraphs

Domestic.

Orders for thirty thousand box and coal cars to cost in the aggregate between eighty million and ninety million dollars have been placed by Director General McAdoo, with the American Car and Foundry company at fixed prices which will represent about five per cent profit.

Helmuth Schmidt, who killed himself at Detroit, Mich., and on whose person was found sketches of the fortifications of New York harbor, was probably a German spy. Mrs. Adele Ulrich Braun, who says Schmidt married her in Lakewood, N. J., in 1914, as "Emil Braun," makes this accusation.

The new Japanese minister to the United States, Viscount Ishii, together with his staff of secretaries and his wife, has arrived at Washington. He is well known in this country and is very acceptable to the United States.

Indictments were returned against sixteen persons by the grand jury, which investigated the lynching on April 3 of Robert Paul Prager of Collinsville. Twelve indictments were against civilians and charged murder, and four indictments were against policemen, charging malfeasance in office.

The house adopted the senate resolution for the registration for military service of young men who have reached the age of 21 years since June 5, last. Chairman Dent of the military committee opposed the amendment. Mr. Kann of California also opposed the amendment, and declared there are thousands of young men now under 21 who volunteered at the beginning of the war and who are now serving in France.

In connection with the measuring placing young men reaching 21 since last June, it is recalled that Germany recently called into service its class of 1919, consisting of approximately 550,000 men.

Direction of the army's great aircraft production program has been placed in the hands of a civilian, John D. Ryan, copper magnate, railroad man and financier.

Brig. Gen. William L. Kenley, formerly head of the aircraft production program, has been made chief of a new division of military aeronautics to control training of aviators and military use of aircraft.

Three fires at Lima, Ohio, breaking out simultaneously in the Lake Erie and Western shops, practically wiped out the five hundred thousand dollar plant. Water pressure was reported cut at some unknown point, while federal agents said a hose was cut in two places with a knife. One man has been taken into custody by the police. Three firemen are missing and a workman was seriously injured. The chief of the fire department was badly cut and several others injured.

Washington.

Kemmel Hill, a height which has been looked upon as the key to the southern side of the Ypres salient in France, and one of the most important strategic positions on the northern battle front, has been taken by the Germans. This loss brings to the allies a realization that the whole Ypres position is in peril from the German drive northward from the lowlands lying to the west of Armentieres.

The loss of Kemmel Hill is serious, for it overlooks much of the lowlands lying back of the allied lines in the Ypres salient. The hill is 464 feet in height, rising from lowlands on the south and east. It is six miles southwest of Ypres and three miles west of Wytshaete.

The importance of every entente allied country engaged in the war getting every possible man into position to support the battle front was emphasized recently by Gen. Delma Radcliffe, chief directors of British military operations at the war office, in his first interview with newspaper men since he took over the position formerly held by Maj. Gen. F. B. Maurice.

What had promised to be a sensational fight in congress over the proposal to turn disloyalty and espionage cases over to the military courts-martial has been nipped in the bud by President Wilson, who declared that such a course would put the United States in the same class with the German empire, and that therefore he would oppose to the last stand any such step.

Germany's losses thus far in the war have been only two million men, according to a statement credit by the Frankfurter Zeitung as having been made by General Schulze before the main committee of the German reichstag.

It is definitely stated at the war department, coming, it is stated from Secretary Baker, that as soon as the American forces in any considerable number are again acting as an independent unit, a daily statement as to its activities will be issued to the public.

Definite opposition to a declaration of war upon Bulgaria and Turkey at this time has been indicated by President Wilson after a conference with Senator King of Utah, who had recently introduced a resolution calling for war with both countries.

It is stated that there is reason to hope that both Turkey and Bulgaria may yet drop out as belligerents. The administration is reported to have information that if it were possible Turkey and Bulgaria would be glad to take advantage of an opportunity to break away from the central powers.

The shipping board has decided on a substantial increase in its building program for 1919 over the tonnage planned for this year and indications are that the increase will be continued in 1920. For military reasons the exact size of the future building program is not made public.

Before January 1, 1919, all the new shipyards will be in full operation and many old yards, which have demonstrated their ability to build efficiently, will be expanded. It is estimated that the construction during 1919 will be in excess of ten million tons.

The total losses of the brigade of marines with the American expeditionary force in France so far reported is announced as 278—22 killed in action, 10 died of wounds, 2 died of accidents, 244 wounded in action.

Some of the third Liberty Loan posters sent to General Pershing in France will be dropped from airplanes behind the German lines on the western front to impress on the German soldiery and civilians the importance of America winning this war.

The American line steamship St. Paul, a famous passenger liner, overtook and sank at her pier "at an Atlantic port" while being warped into a pier preparatory to loading for a trip to Europe. Three men probably lost their lives in the accident.

General Pershing's first report on the German assault upon the American and French forces in the Toul sector is understood to indicate that the Americans sustained more than two hundred casualties.

European.

Kaiser Wilhelm visited the scene of the English raid at Zeebrugge. He is stated to have convinced himself that the damage caused by the blowing up of the railway bridge had already been temporarily repaired.

An Amsterdam dispatch says that it is announced that the German minister to The Netherlands has left The Hague for Berlin and that the Dutch minister to Germany is on his way from Berlin to The Hague. This in some circles is taken to mean that Holland and Germany are near at war, it is stated that Holland will preserve neutrality, whatever happens.

Air observation shows a clear break of twenty yards in width in the Zeebrugge mole at the inner end, says a London dispatch, and further states that a sunken object blocks the greater part of the channel in the harbor of Ostend.

Crews of the ships which took part in the raid on Zeebrugge have many thrilling stories of their adventures. One of them describes how, despite the fact that the Germans discovered their presence they made their way through heavy gunfire, one vessel getting to the wharf and remaining for an hour and a half.

Winston Spencer Churchill, introducing in the British house of commons the estimates for the ministry of munitions, of which he is the head, said that during the five weeks since the battle in France had opened they had been passing through the greatest strain regarding the supply of war material that had occurred in the experience of the ministry.

It is stated in high naval circles that the operations at Zeebrugge were a complete success, with the result that the Flanders flotilla now will be obliged to resort to the Ostend route in putting to sea.

Australian and English troops have recaptured Villers-Bretonneux and taken more than six hundred thousand prisoners in that region, according to the report of Field Marshal Haig.

Dispatches from the front indicate that Austro-Hungarian troops have arrived in Belgium. Many troop trains are reported to have passed through the railway station at Liege.

The presence of many Austrian soldiers is reported at Antwerp and Chent in Belgium.

Fighting in the region of Aveluy wood near Albert is reported to be still going on. But there is little change in the situation, with the British on the aggressive at some points.

The British military authorities have taken over control of the principal Irish railways, the postoffices and telephone exchanges, according to the correspondent at Cork.

Opposition in Ireland to conscription has crystallized into a semblance of organization. It is stated that a large section of the Irish people must be regarded as solemnly pledged to fight against enforcement of conscription.

STRIKE HARD IN YPRES SECTION

ALLIED LINE IS STILL INTACT ENEMY'S LOSSES MOUNTING HIGHER.

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LINES ARE VERY STRONG

Germany Has Presented Virtual Ultimatum to Russia, Threatening to Take Petrograd.

Germany's armies are hurling themselves against a granite wall on the sides of the ruined city of Ypres after the fighting of the most terrific nature. The British and French lines are intact and the enemy has lost heavily in his repeated assaults against the lines where the allies stand at bay.

The objective of the fighting now is going on is the capture of Ypres, where since 1914 the British have held their positions. Two weeks ago the allied lines were carried toward and the salient in front of the city was wiped out, but from the positions the British retired a week ago to the trenches where they stand during the terrific fighting in the spring of 1915, when they stopped the Germans in their first drive for the channel ports.

The present battle opened with a bombardment of the British and French lines from Meteren and Mezeule, a distance of 12 miles. It came reports of a spread of the fighting around the curve in the line in front of Ypres until the Belgian mires, north of the city were involved. Field Marshal Haig's official report anxiously awaited, brought the news that the utmost efforts of the Germans had been fruitless all along the line.

The field marshal's statement said that the Teutons had paid a high price and had gained virtually nothing.

The battle still continues along the front, but there is little indication of an immediate withdrawal from Ypres is contemplated by the allies, at least until they have exacted from the enemy a great sacrifice of human life.

The only point at which the Germans made any gains was on the sector of the front back of Kemmel Hill, where the French are standing. At some points the enemy was able to occupy portions of the line, but from the greater part of these were driven out by the French who re-established their defenses.

Frontal attacks on Ypres would seem to indicate that there is little confidence in the German general staff that the Ypres positions can be outflanked from the south. The lines as they stand today are very strong and withstood the onset of the Germans in 1914 when the Teuton emperor's army was a much different machine than it is today.

Repulse Means Much.

The bloody repulse of the Germans in their great plunge forward would mean much in further operations of that sector of the battle line.

While the struggle was going on before Ypres, the British' positions from LaBasse to Houtholst wood, and from Lens to Vimy were deluged with shells, but so far there has been no infantry fighting reported from this part of the front. An attack on this salient in the German lines is expected soon, however, for it stands as a constant menace to a further advance by the enemy.

Along the front in the Somme sector, part of which is being held by Americans, there has been little fighting of note. Further south there have been only patrol encounters.

Germany has presented a virtual ultimatum to Russia, demanding that able-bodied German prisoners of war be sent home at once, promising to return that only sick and incapacitated Russians held in German prison camps shall be turned over in exchange. If the Russian government does not bow to the demand, Germany has threatened to take Petrograd. A committee of 115 Germans has been appointed to go to the Russian capital to present the demand.

EDITOR OF GERMAN PAPER GETS FIVE-YEAR TERM

Kansas City, Mo.—Carl Grosser, publisher of The Missouri States Zeitung, pleaded guilty in federal court before Judge A. S. Van Valkenburgh, to a charge of violating the espionage act. He was sentenced to five years in the federal penitentiary at Leavenworth.

FUNERAL ATTENDED BY ONLY ONE PERSON

Detroit, Mich.—With only one person attending the funeral of Helmuth Schmidt, self-slayer, believed by the police to have been responsible for the death of three women, was held at Highland Park, Mrs. Adele Ulrich Braun, to whom Schmidt, under the name of Braun, was married in Lakewood, N. J., in 1914, was the sole mourner. The exact time of the funeral was kept secret.

WITH THE BRITISH IN PALESTINE



British gunners in Palestine making use of a Turkish observation post which they have captured.