

TRAPPED AT BOTTOM OF SEA BRAVE CHILIAN CREW SAVED

Rescue of 21 Sailors, Helpless in Submarine, Without One Loss, a Thrilling Chapter of Heroism in a Navy Already Rich in Traditions of Unflinching Devotion to Duty.

New York.—Felix Nieto Del Rio, correspondent in New York of El Diario Ilustrado of Santiago, Chili, relates for the New York Herald the following story of the sinking of the submarine H-3 of the Chilean navy, and its remarkable rescue without loss of life:

In the beginning of June a maritime accident occurred in the military port of Talcahuano, Chili, which will figure with honor in the history of submarine navigation. The fact has special interest for the experts of the United States because the submarine H-3 of the Chilean war squadron was constructed here by the Electric Boat company. This submarine is one of six which the British government had ordered built during the war, but which she turned over to Chili along with 50 airplanes and hydroplanes of combat. England made this grant to Chili after having taken over for her own fleet two superdreadnaughts of 28,000 tons, as well as some destroyers of 2,000 tons and other smaller vessels which Chili was having constructed, and which were used by England in the war against Germany.

The submarine fleet left New London last year, conveyed by the cruiser Chacabuco, under the command of Admiral Luis Gomez Carreno. At Charleston a furious tempest came up, which lasted 70 hours, during which time the submarines, defying all danger, demonstrated their excellent construction and the dexterity of their Chilean crews. The transport Angamos, auxiliary of the fleet, was almost lost in the storm. Having thus proved the worth of the submarines, which at all times remained in a compact group, the command understood that they could continue the trip to the coast of Chili with entire confidence.

The fleet touched at Havana, Kingston, Colon, Balboa, a port in Ecuador; Arica, Chili, Valparaiso and Talcahuano, their final destination.

This formidable voyage of many thousand miles is in truth a record that adds another proud page to the traditional competence and fearlessness of the Chilean sailors, who received their first naval instruction from the famous English admiral, Lord Cochrane, chief of the Chilean fleet during the war of independence. This exploit rebounded in all the scientific centers of submarine navigation, and has been recorded as one of the most interesting successful attempts made in the world. The great span of continued travel was between Ecuador and Chili, which is about 1,200 miles.

Ventilating Pipe Broken.
At a quarter to ten o'clock in the morning of June 1 the submarines started their customary exercises of submergence inside the military port of Talcahuano. Suddenly the commander, Capt. Del Solar, noticed that his boat had become very heavy and did not easily respond to the maneuvers. He then saw that the ventilating pipe in the battery of the stern had broken and that, besides water, strong fumes of chlorine were entering the compartment. With due presence of mind the commander ordered that the compartment be vacated, taking all the necessary precautions so that the water and gases might not enter the other sections of the submarine.

As the danger was becoming imminent, the telephone buoy was sent up to call for help, but there was no answer. Later it was found that the buoy had become entangled and had never reached the surface of the water. No answer to their calls for help proved to the crew that the situation was desperate. Nevertheless, never for a moment did the discipline of these men weaken.

While efforts were being made to get into communication with someone above, the men were trying to hermetically cork the partitions, it having been noted that the fumes of the

chlorine from the main section had already begun to filter through the cracks. However, this compartment was soon filled with the poisonous gas and the men had to leave it to avoid asphyxiation. Orders were then given to retire to the only chamber left, that at the bow, where new and frightful tortures awaited them.

Just as soon as the officers and sailors had shut themselves up in the bow the electric current was cut off, leaving the submarine still submerged and in complete darkness. This to the various persons who had never boarded a submarine before in their lives, meant certain death. The commander exhorted his men to continue in the dark their work of calking up the compartment to stop the inrush of water and gas, which continued to spread throughout the boat. The hull was lying at a depth of 17 meters, in a bed of mud.

At Work in Darkness.

Each man worked at random in the dark; several of them were almost overcome and their strength had begun to leave them, but their discipline was not lessened for one moment. The only pump available drove the water out slowly, which helped to prolong the hope of rescue which these intrepid sailors had in their hearts. The air was well nigh irrespirable; their pulses beat with fury. But, in spite of all, each man was performing in the dark the task assigned him.

At five o'clock in the afternoon, six hours after the sinking, the crew heard the clatter of a chain that was being cut. They knew then that efforts for their rescue were under way and at the same time that these efforts were being frustrated. The submarine, after the chain was cut, had remained in position with her stern somewhat raised.

Meanwhile, in the world above, the disappearance of the H-3 had become known and all elements of rescue were set to work and succeeded in locating the position of the submarine from the indications of a tugboat which had accompanied the submarine up to the moment of the accident. Various other submarines and tugs placed themselves about this point and two heavy cranes with chains were set up in working order.

A diver who went to the bottom returned saying that the H-3 was lodged in the mud in a dangerous position and that the telephone buoy was entangled. After a little continued effort the telephone apparatus was straightened out and communication with the crew of the submarine re-established. When questioned the commander replied with stoical valor that it would be necessary to raise the boat as soon as possible to save the lives of the crew. These words, said without anxiety, without fear in the presence of such a catastrophe, are worthy of the tradition that Prat set down for our navy, when seeing that his old wooden ship was about to be attacked by a powerful enemy of Chili, he said: "The flag of Chili has never been lowered and I hope this

Monkey-Faced Owl Lives in Scrap Iron

El Paso, Tex.—A "monkey-faced" owl, one of the rarest of birds in this section of the country, was captured by employees of the Darbyshire-Harvie Foundry company. The bird was found hiding in a pile of scrap iron. It was given to the city zoo at Washington park. City Timekeeper Robert Smith took charge of the bird at the foundry and delivered it to the zoo at Washington park.

FLEW OVER THE ROCKIES



This is Capt. E. C. Hoy of Vancouver, who recently flew over the Rocky mountains from Vancouver to Calgary.

will not be the occasion for doing so." Prat, killed when he boarded the ship of the enemy, is an example which no Chilean sailor has ever forgotten.

Chains Slip and Craft Drops Back.

The hoists did not work right, the chains slipped and the H-3 returned to its old position. After some time the rescuers succeeded in passing a new chain under the submarine, which slowly raised by the stern so that the bow would be tipped as little as possible. While this maneuver was being made a tug cut the telephone connection and communication with the sunken vessel was again cut off and was not re-established.

The hours passed in extreme anguish, the victims believing that the attempts to save them were useless, and those making the attempts thinking it was already too late to rescue their brave companions alive. But the work was continued with energy, and at length the stern came to the surface.

That was the most solemn moment of the whole operation. Few believed that any of the crew would still be alive and that all they had done was to raise out of the sea a coffin containing 21 bodies.

With no means for communication with the submarine to let the men know that the stern was already above water, one of the sailors tapped the Morse code with a hammer on the outside. A few minutes passed and the hatchway was opened. A man appeared, exhausted, pale and his eyes bloodshot. One by one the rest followed.

Then when it was thought that only the captain was still on board; it was found that two men were missing. Captain Del Solar descended again into the submarine and found a machinist still calking and a fireman still at the pump. Neither of the two had received orders to come out and they remained at their posts.

The Chilean submarine H-3 was designated with the number E-12 in the English navy. It was the belief of the sailors that because it had borne this number it was certain to come to harm.

It was said that the accident was caused by the breaking of the bottom of the tank in the battery. At the time of the accident the automatic saphanders for the rescue of the crew were not on board. They had been taken to the arsenal for repairs.

Some Don'ts for All Who Would Toil 365 Days the Year and Taking No Rest.

Don't work 365 days a year, notwithstanding that some other trojans did that year after year in their days of struggle. Take vacations.

Don't, however, let pleasure-seeking supplant success-seeking.

Don't become wholly self-centered. Don't succumb to the temptation to be too busy to have any time to be rationally sociable.

Don't cultivate exclusiveness. Don't forget that there are no express trains to the summit of success.

Don't look for any escalator to do your climbing for you.

Don't depend upon others to push you along.

Don't count upon any "pull" which you yourself did not create.

Don't fancy that others succeeded because of mere luck, and that you are where you are solely because folk did not come your way.

Don't expect to hear Opportunity knocking at your door until you have trained yourself to recognize her when she comes.

Don't eat more than you feel you have to.

Don't oversleep. And finally:

Don't forget that things are apt to go right if we do.—Forbes Magazine.

Tree Juice and Seeds From Which Candles Are Made in Other Lands

There are three kinds of trees from which tallow candles can be made. One is a native of China, and is called by botanists stillingia sebifera. The seeds in its fruit are covered by a waxlike substance used by the natives for making candles.

Another tallow tree grows in the Western Ghats of India, about 4,000 feet above sea level. The height of the tree, which is an evergreen, is about 60 feet. It is called the valerian indica. Its seeds yield a pale yellowish fat, solid and concrete. By boiling the fruit the fat is easily procurable, and is then either made into candles or soap, or it may be burnt in lamps.

A third tree from which tallow candles may be made is the African butter tree, or Shea tree. Its fruit exudes a yellow, greasy juice, which is manipulated in a similar manner to those already described and with equally useful results.

With the Jokesmiths

Business and Scholarship.

"Do you think a college education helps a man in business?"
"Not right away," answered Mr. Dustin Stax. "But after a man gets rich enough to indulge in litigation, school training will help a great deal in answering the lawyer's questions."

Not a Life Saver.

"I asked the boss for an increase in salary. Told him I couldn't live on the sum I was getting."
"What did he say?"
"Told me it was a business not a life-saving institution he was running."

Why He Stayed Away.

"We missed you at the family picnic the other day."
"Yep, I decided it was better to be missed than mused."

Doing It Early—and Late.

"Mrs. Bargins is forever on the go."
"I should say so. Why, home for her is merely a temporary shelter between shopping tours."

Firm Believer.

She—Do you believe ignorance is bliss?
He—Why?
She—You seem so happy.

Primitive Independence.

"Well! Well! Here's a queer old codger driving an ox team. It's the first time I've seen an outfit like that in years."
"I suspect the driver is a philosophic man."
"Why so?"
"I noticed he wore a superior smile just now when he rumbled past a gasoline station."

Secret of Success Is Doing Work Right Way

The secret of success is not a secret. Nor is it something new. Nor is it something hard to secure. To become more successful, become more efficient. Do the little things better. So work that you will require less supervision. The least supervision is needed by the person who makes the fewest mistakes. Do what you can do and what you should do for the institution for which you are working, and do it in the right way, and the size of your income will take care of itself. Let your aim ever be to better the work you are doing.—Thomas Dreier.

Lesson From the War

Taught the Saving Habit and Its Resulting Profitable Investment

One of the things which this country will bring out of the war is an increased interest in securities by people who never before considered such investment, says Popular Mechanics magazine. The small investor formerly thought of bonds and stocks only in terms of thousands, wholly beyond his reach, and as entirely belonging to banks and men of wealth. The War Savings stamps and the government bonds of \$50 denomination up have not only encouraged thrift but have opened the eyes of the multitude to the fact that to be a bond owner does not require a king's ransom. Now we have some twenty million bond holders, and where formerly one person in seven was thrifty now five out of every seven are savers. We do not measure up to the stern thriftiness of the French, who, by extreme economy, paid off the war indemnity which the Franco-Prussian war occasioned in an incredibly short time. But proportionately we have made a good start, for we have from the beginning been a nation of wholesale wasters because our resources of every kind were so enormous. Some were even ashamed to save, and thought it smart to spend lavishly as fast as they earned. This condition permeated the entire land. We may well take genuine pride in a good start on the road to sound common sense and thrift. The very act of saving increases self-respect. The flowery speeches of a thousand orators in more than a century are forgotten, while these words of wisdom by Benjamin Franklin live on:

"Save a little of thy income, and thy hidebound pocket will soon begin to thrive and thou wilt never cry again with an empty stomach; neither will creditors insult thee, nor want oppress, nor hunger bite, nor will nakedness freeze thee. The whole hemisphere will shine brighter, and pleasure spring up in every corner of thy heart.

"Remember that money is of a prolific, generating nature. Money can beget money, and its offspring can beget more, and so on. Five shillings turned is six, turned again it is seven and threepence, and so on till it becomes one hundred pounds."

Time was when good bonds were issued chiefly in denominations of \$1,000, with an occasional small proportion of \$500 units. To the beginner the time required to save enough to buy one bond was so long he was discouraged in even making the attempt. Now excellent securities of all kinds can be had in \$100 units, which increases the number of possible buyers by thousands. Once more the frequent caution: Before buying or exchanging be sure to consult a good banker and so avoid losses.

FOURTEEN POINTS IN POULTRY RAISING

1. Select vigorous breeds.
2. Hatch the chicks early.
3. Do not allow growing chicks to crowd.
4. Provide plenty of shade.
5. Raise the young chicks on clean ground away from the general flock.
6. Cull the flock.
7. Grow your own poultry feed.
8. Feed a well-balanced ration with plenty of variety and, if possible, give free range.
9. Supply an abundance of fresh water.
10. Keep the house clean and well ventilated.
11. Destroy lice and mites.
12. Keep the nests clean and well littered.
13. Confine or sell all cockbirds.
14. Gather the eggs frequently and keep them in a cool place.

Elephants Are Either Right or Left-Handed in Using Their Tusks

Elephants are "right-handed" and "left-handed" in using their tusks, and an examination of the tusks of any particular elephant will reveal the class to which the elephant belongs.

An elephant uses only one tusk most of the time it is digging for salt earth, uprooting trees or tearing up roots, says a contributor to the Field. When its working tusk becomes badly broken it turns to the other, just as a man who has injured his right hand takes to his left. The tusk must be very severely damaged before the elephant will give up using it in preference to the other.

The working tusk becomes worn and smooth toward the end—so much worn, in fact, that it is often appreciably shorter than the other and frequently the tip has been broken off. After that has happened the jagged edge becomes gradually worn smooth, and in the course of years pointed again, but the working tusk is always blunter than the other.

Gems of Thought.

We cannot conquer fate and necessity, yet we can yield to them in such a manner as to be greater than if we could.—Landon.

Love is like flame—light as many fresh flames at it as you will, it grows instead of diminishing, by the dispersion.—Kingsley.

Cruelty like every other vice, requires no motive outside itself; it only requires opportunity.

Obstinacy and vehemency in opinion are the surest proofs of stupidity.—Barton.

Detachable Ears for Dolls.

Detachable ears to be fastened to dolls' heads, the invention of an Alabama woman, are said to give a more lifelike appearance than when the ears are integral parts of the heads.

Hans Wagner May Pilot New Baseball Club to Be Added to the A. A.

Efforts are now being made to organize a club in Akron, O., which will seek a franchise in the American Association next season, and if the project is successful, Hans Wagner, it is said, will pilot the team and partly control the stock in the club.



Hans Wagner.

Wagner, since his retirement from baseball, has devoted his time to chicken raising at his home in Carnegie, Pa., but it is reported that the famous old slugger longs for the stress and strife of a pennant fight and that he is eager to get back into the game. Wagner never has had any managerial experience, but he is a past master of the art of baseball in all its phases.

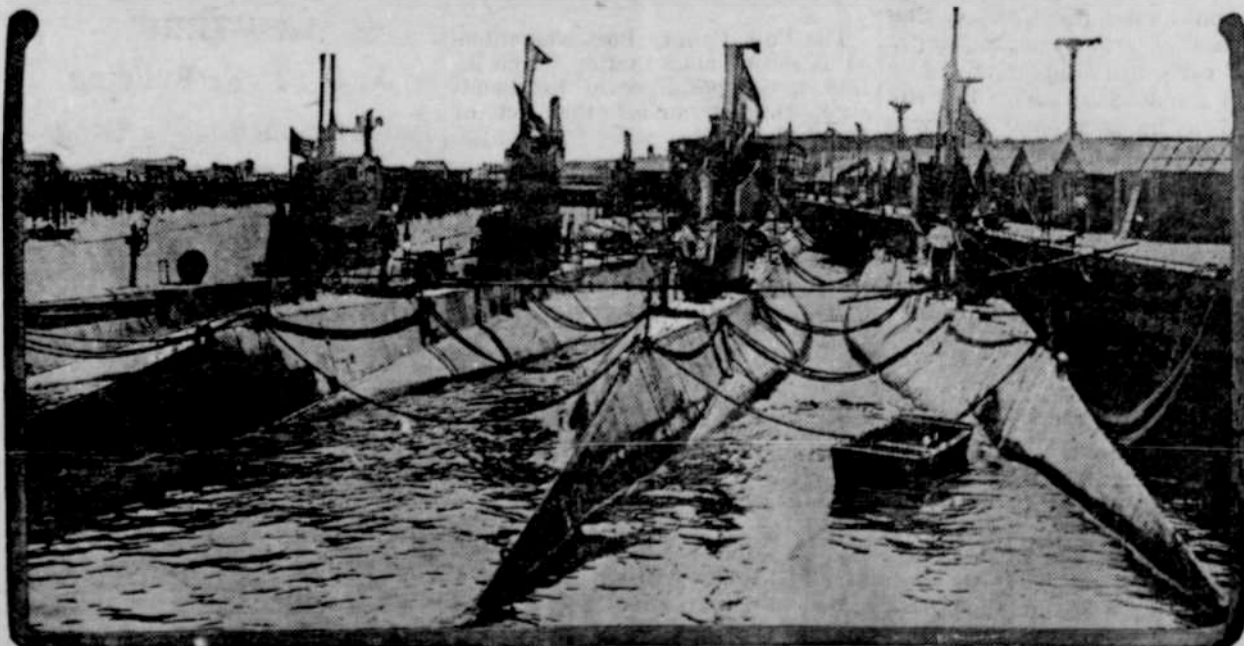
Verified Calculation Shows Speed of Light 186,000 Miles a Second

The velocity of light was obtained by the Danish astronomer Roemer in 1676, by observing the eclipses of Jupiter's moons. When the earth was nearest to Jupiter, the eclipse appeared about eight and one-half minutes too soon for the calculations, and when the earth was most remote from Jupiter they were about eight and one-half minutes too late. Roemer concluded the reason to be that it required 17 minutes for light from the planet to traverse the diameter of the earth's orbit, which measured the difference of the distances of the earth from Jupiter. This calculation has since been verified, and proves that light travels about 186,000 miles a second.

Making Use of Advantages.

You will find that every great master has used what was excellent in his predecessors, and this fact has made him great. Men like Raphael do not grow spontaneously. They had their root in the great works of antiquity. Had they not made use of the advantages open to them, there would be little to say about them.—Goethe.

AMERICAN SUBMARINES BACK FROM WAR ZONE



Four of America's latest type submarines which have seen 24 months of active service in the war zone have returned and are here shown anchored in the navy yard at Norfolk, Va.