

CAPTAIN OF U-LINER DESCRIBES VOYAGE

Submarine's Success Held to Have at Last Broken British Control of Seas.

EVASION OF ENEMY EASY

Route Taken Through English Channel and Only 90 Miles Made Submerged—Cargo of Dye-stuffs Valued at \$1,000,000.

BALTIMORE, July 10.—On delivering his ship's papers to the officers of the North German Lloyd line today, Captain Paul Koenig, of the submarine merchantman Deutschland, issued a formal statement describing his voyage across the Atlantic had broken England's rule of the seas. The statement, typewritten on the stationery of the Deutsche Ozean-Rheederlei G. M. B. H., Bremen, announced that the Deutschland was the first of several submarines built for the transatlantic trade and that she would be followed by the Bremen.

The submarine Deutschland, which I have the honor to command, is the first of several submarines built to order by the Deutsche Ozean-Rheederlei G. M. B. H., Bremen, and the German government will be followed by the Bremen shortly.

Idea Originated in Bremen. The idea of the building of this submarine emanated from Alfred Lohmann, then president of the Bremen Chamber of Commerce. He brought his idea in the Fall of last year confidentially before a small circle of friends, and the idea was taken up immediately. A company was formed under the name of Deutsche Ozean-Rheederlei G. M. B. H., and the German government was entrusted with the building of the submarines.

The board of directors is composed of Alfred Lohmann, president of the Deutsche Ozean-Rheederlei, general manager of the Nord Lloyd Commercial, and B. M. Herrmann, manager of the Deutsche Bank. Karl Stuebel, manager of the Nord Lloyd, has taken over the management of the company. We have brought a most valuable cargo of dyestuffs to our destination, dyestuffs which have been so much needed in America and which the ruler of the sea has not allowed to get into the American Republic to import. While England will not allow anybody the same right on the ocean, because she rules the waves, we have, by means of this submarine, commenced to break this rule.

Boats Go and Come as They Please. Great Britain cannot, however, hinder boats such as ours to go and come as we please. Our trip, passing now across the ocean was an uneventful one. When danger approached we went below the surface, and here we are safely in view of our enemies. We return in due course. I am not in a position to give you details regarding our trip across the ocean. In view of our enemies, our boat has a displacement of about 2000 tons and a speed of more than 14 knots. Needless to say, we are quite unarmed and only a peaceful merchantman.

Regarding things in Germany, I may mention that everything is convinced of the full final victory of the German arms and those of our allies. The facts of the last 22 months go to prove that there is no doubt about this. All Poland and Kurland, a country of the size of two-thirds of Germany, are since 12 months under peaceful rule and the entire country has been put under the plow and thousands of acres will be sowing for the next winter's supply of foodstuffs. In the Balkans, in April and May have brought a crop in view of all over Germany, Austria, Hungary, Bulgaria and Turkey, finer than since a century.

Agriculture is Flourishing. All Serbia, Montenegro and a great part of Albania are in the same position. Besides Belgium, one-seventh of France is in our possession and all in a flourishing agricultural state. So there really is not the least anxiety for the British attempt of trying to kill by starvation hundreds of millions of German and Austrian children and women and noncombatants, the most devilish plan ever tried by any nation in the world.

Our boats will carry across the Atlantic the mails and save them from British interception.

We trust that the old friendly relationship with the United States, going back to the days of Washington, when it was Prussia's ally, is the first

DRINKERS AND EMPLOYERS. Drinkers are unreliable, inefficient, wasteful and frequently dishonest when drinking. The modern business man knows this, and will not engage drinking men.

Yet these drinking men are frequently the highest type men who sober, and employers can secure and retain their services with complete safety by requiring them to take the Genuine Neal Three-Day Drink Treatment. It destroys the drink habit and restores the drinker to normal. No hypodermic injections. Sixty Neal Institutes in principal cities.

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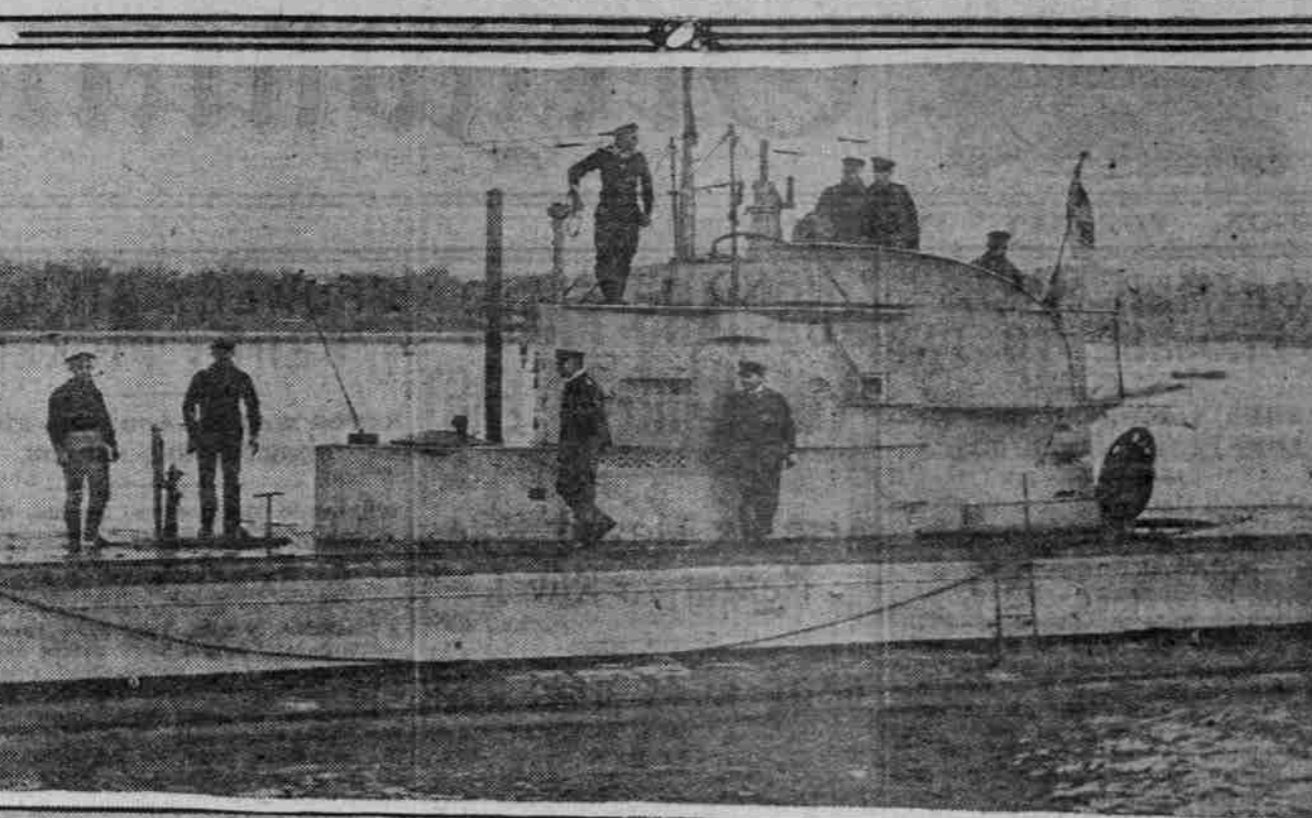
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BELLAN'S. Absolutely Removes Indigestion. One package proves it. 25c at all druggists.

BORADENT. THE MILK OF MAGNESIA. TOOTH PASTE. CORRECTS ACIDITY.

PHOTOGRAPH OF LATEST TYPE OF SUPER-SUBMARINE, WHICH REACHED NEW YORK SUNDAY.



—Photo by International Press Exchange. PICTURE TAKEN ON TRIAL TRIP.

U-LINER IS MERCHANT SHIP

(Continued From First Page.)

paper men, furnished them with details of his voyage and the construction of the submarine.

"Before beginning our trip," he said, "we had several weeks of practice in our vessel in the Baltic Sea, so that the members of the crew might thoroughly familiarize themselves with her. We left Bremen without any ceremonies. Of course that was necessary, because the voyage was to be kept secret. Outside of the owners and the Admiralty, no one knew where we were going except Mr. Fee, the American Consul at Bremen from whom it was necessary to obtain our bill of health. I am sure Mr. Fee kept the secret well.

"When we got to Heligoland we decided that it was best to stay there while we could not be absolutely sure that news of our departure might not reach the British Admiralty, and we thought it prudent to tarry and fool the British ships if they were hunting especially for us.

"During the time we spent in the waters of Heligoland we continued our practice and shifted the ballast and cargo to trim her properly for the long voyage.

Fuel and Water Left. "When we left Bremen we had 180 tons of fuel oil aboard and there are now 95 tons left in the tanks. We had 20 tons of water when we started and still have 10 left.

"Our voyage proves that a submarine of the Deutschland type can go anywhere in the world. She has a cruising radius of 12,000 miles.

"The sounding apparatus can be worked while we are running submerged and is let down through the conning tower. It is a tube equipped with valves. In this submarine we can do everything under the water. We can do anything on the surface. We can do anything on the bottom until you believe me that we can carry a large quantity of both."

Photographs Furnish Amusement. Captain Koenig was asked how he arranged to have his photographs taken while making the voyage.

"Well," he said, "we had photographs taken by a source of much entertainment. We had about 100 records. There were some American ragtime songs, some marches and some dances. The selection was from 'Peer Gynt' and 'The Merry Widow'. We played at the bottom of the English Channel. We didn't have a record of 'The Captain'."

The Captain seemed to enjoy the reference to the English marching song. "Of course," he continued, "all the men smoked while they were on deck. It is forbidden to smoke below deck in a submarine. There is the danger of the Atlantic. Should this indication be given, the crew would be in all kinds of tobacco, good and bad. We read a lot, too. I have aboard a library of 40 volumes. There is Shakespeare in a library."

Verne Too Imaginative. "I'll bet Shakespeare is more widely read in Germany than in England, and then I read some of Rabelais, W. W. Jacobs' sea tales, Mark Twain's 'Innocents Abroad,' and Charles Dickens. Oh, yes, I have a fine collection of literary works. I have got Jules Verne's 'Twenty Thousand Leagues Under the Sea.' It requires too much imagination to read that. I am the oldest man on the boat. I am 49 and the youngest member of the crew is 21. Nearly all of us have left wives and children behind in Germany. I am a native of Saxony, but my home has been in Bremen since 1882."

Captain Koenig was the recipient of hundreds of congratulatory telegrams today from all sections of the country. Many of them came from German societies who desired to have the commander and his officers as guests at dinners and other functions. The Baltimore German colony is already making arrangements to give the crew a celebration and an outing. Captain Koenig and his officers probably will be guests of honor at a formal dinner which is planned to hold soon at the German Club.

Simon Lake, submarine inventor, came here today from Bridgeport, Conn., to visit Captain Koenig. He refused to discuss the report that he proposed to bring litigation against the Deutschland and her crew for alleged infringement of patents of the Lake Torpedo Boat Company. He declared that the chief purpose of his visit was to congratulate the Deutschland's commander for his exploit.

Captain Koenig said that Mr. Lake had said nothing to him of any intention to bring a lawsuit. The inventor visited the vessel in a launch, but did not board her. He was no exception, Captain Koenig explained, to the rule that only Federal officials will be allowed aboard.

Mr. Lake told me his call was purely a social one. The commander asserted that he had some friends in the navy and he was sorry that it was not an American who was first to cross the Atlantic in a submarine, because the submarine was an American invention. I met him at an office in the city and we discussed the evolution of the submarine and the differences between French and American types.

GERMAN CAPTAIN SAYS SUBMARINES TO SAIL TO NEW YORK.

Commercial Value Great.

Chemicals in Cargo of Novel Craft Bring Enormous Prices—Naval Authorities See No Objection to Submersible Carriers.

NEW YORK, July 10.—Captain Paul Koenig, of the German merchantman Deutschland, which arrived in Chesapeake Bay yesterday and docked at Baltimore today, this morning made a formal statement declaring that the Germans will establish a submarine service between New York and Germany.

American naval authorities say that if Germany wishes to engage in this undertaking there is no good reason why the new ships may not cross the Atlantic and carry on commerce between Germany and the United States. The new German boats will be armed, if at all, "for defense only," in the expectation that they will be treated in the same manner as the merchant vessels of the allied nations. Mails and valuable merchandise will constitute the cargo.

The new submarines are described as carrying enough oil to propel them for 20,000 miles. There can be no objection to their taking fuel and supplies from an American port, as they are strictly merchant ships.

As indicating the commercial advantages to be gained by carrying even a small cargo, the value of German chemical homotropine hydro bromide, worth \$275 a pound, is a commodity that the Germans will export more than three times as valuable as it was two years ago. Atropine, another German product, which is worth \$1450 a pound or about 50 times its former normal value. There are other small but valuable articles which could be included at great profit in the manifest of the new submarine "liners."

The New York American, in its issue of June 9 printed the following editorial on the subject:

The announcement is made that a German submersible merchant-vessel has already left Cuxhaven for New York. This vessel is included in a line of submarines which the Germans propose to operate as merchant ships. They can carry, or haul, only small and necessarily valuable cargo, but it is easy to see how useful they will be, at that, in the hands of the Germans.

If the submarine experiment succeeds a nice question of marine law at once arises, for the German government will at once claim that submarine vessels must be halted if they are seen, and that they can be destroyed, exactly as we have insisted upon the Germans halting and establishing the character of other vessels before destroying them.

There would be nothing left for us to do but to recognize the German right, since it is our own original contention, instead of theirs, that they are not to be destroyed, exactly as we have insisted upon the Germans halting and establishing the character of other vessels before destroying them.

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Including over 30 choice plain shades in yard-wide Silk Poppins, 32-inch Stripe Tub Silks in many desirable colors, 24 to 28-inch Fancy Dress and Waisting Silks in the fashionable new stripes, checks, jacquards, changeable effects, gunmetal and novelty weaves. All the most desirable colors. Also 20 to 23-inch Novelty Repp Trimming Silks, 34-inch Real Pongee Silks and 23-inch Foulards. You'll be tempted to purchase for both present and future needs when you visit the Silk Section and see for yourself what wonderful values we have arranged for this occasion. You have choice from quantities regularly sold from 85c up to \$1.50 a yard at this special low figure, the yard. 69c

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Two matchless values in the fashionable black and white Shepherd Check Dress Goods, firmly woven, washable fabrics in correct weights for Summer and early Fall wear. They come in all size checks, suitable for both women's and children's garments. In the 39c offering we also include black and white check materials with green, red and blue overplaids—one of the latest novelties.

LOT ONE—AT 5c YARD For Embroideries Worth to 12 1/2c Yard Swiss Edges, Longcloth Edges, Narrow and Wide Insertions; also Beddings of all descriptions. A fine assortment of Embroideries sold regularly at 12 1/2c; this sale, yard. 5c

LOT TWO—AT 10c YARD For Embroideries Worth to 25c Yard Fine Baby Edges and Sets, Hand-loom Convent Edges, Swiss and Plauen Bands and Galloons, Fine Beddings, etc., are included in this lot. Regular values to 25c; this sale, yard. 10c

LOT THREE—AT 15c YARD For Embroideries Worth to 30c Yard This assortment includes a fine lot of 18-inch Corset Cover and Flouncing Embroidery; also fine Swiss and Nainsook Skirtings. Regular values to 30c; this sale, yard. 15c

LOT FOUR—AT 25c YARD For Embroideries Worth to 48c Yard 18-inch Corset Cover and Flouncing in patterns suitable for baby dresses, children's dresses, skirts, underwear, etc.; also a fine line of 27-inch, 30-inch Baby Flouncings, vals. to 48c; this sale, yd. 25c

LOT FIVE—AT 35c YARD For Embroideries Worth to 65c Yard 45-inch Voile Flouncing, 27-inch Swiss Flouncing, 18-inch Swiss and Nainsook Embroideries are included in this assortment. Values to 65c; this sale, yard. 35c

LOT SIX—AT 50c YARD For Embroideries Worth to 95c Yard A fine line of 27-inch Embroidery Flouncing for Summer dresses; also dainty patterns in ruffled and hemstitched and scalloped effects, which are suitable for baby dresses. Values to 95c; this sale, yard. 50c

LOT SEVEN—AT 69c YARD For Embroideries Worth to \$1.25 Yard A fine assortment of Batiste Embroidery suitable for Summer dresses in a large range of new patterns. Shown in 27-inch width. Regular values to \$1.25 yard; this sale, yard. 69c

LOT EIGHT—AT 98c YARD For Embroideries Worth to \$2.50 Yard We have just received these beautiful Voile and Organdie 45-inch Flouncings. They are shown in high-class patterns in white and colored effects. Values to \$2.50 yard; this sale, yard. 98c

He said nothing about bringing legal action. LAW ISSUES NOT DIFFICULT

Allies Show No Intention of Offering Objection. WASHINGTON, July 10.—Federal officials believed tonight that the question of international law raised by the arrival of the German super-submarine Deutschland might be soon cleared away.

A preliminary report in the course of the day from Collector Ryan at Baltimore indicated that the vessel was purely a merchant ship, devoid of any peculiar status because of the unprecedented manner of her trip across the Atlantic. Should this indication be borne out by the more detailed examination that will be made, officials see no reason why diplomatic complications should develop. There was no protest tonight that the allied governments were preparing to protest in the event that the Deutschland is held to be a merchantman.

The Navy Department today detailed Captain C. F. Hughes to aid the Baltimore collector in examining the submarine. Rumors that objection might be raised by officials, who expect a closer inspection of the submarine on the ground that she is of a secret type of construction were not generally credited by officials, who expect no serious opposition in their investigation. Such opposition will probably result in the recall of Captain Hughes and it would then be incumbent on the German government to offer convincing evidence of the submarine's peaceful character.

The British and French embassies today formally called the State Department's attention to the arrival of the Deutschland, and asked that the United States be satisfied of her character. No protest was made against entry to the port of Baltimore or against the discharge of the cargo. Interest in the Deutschland's arrival among diplomats was keen, but it was said that from published reports no facts had yet been known on which to base a protest. The question of whether the crew and officers of the submarine might be German reservists aroused some speculation, but the allied diplomats apparently were far from convinced that this would prove a basis for any request for action.

The feeling tonight among officials, however, was that the Federal Government must take every precaution to see that the exact character of the Deutschland is established beyond doubt. It was for this reason that Acting Secretary Polk, of the State Department, asked that a naval officer be detailed to inspect the submarine. It was said permission would not be given for unloading any of the cargo, or shore leave for any of the submarine's crew, or for transmission of the documents described as diplomatic papers brought by Captain Koenig, until the State Department had finally passed on the vessel's status. Officially the investigation would be expedited in every way consistent with the issue involved. They expect to be able to give a ruling within 48 hours at most.

The Deutschland's case is not expected to go before the neutrality board unless the Federal investigation leaves some doubt regarding the status.

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