

RECORDS TELL HOW AMERICAN DESTROYERS SINK SUBMARINES

Vessels Guarding Convoy Forced Germans to Surrender After Depth Charge and Shell Fire—"Mosquito Fleet," With Crews of Youths, Does Great Work in Danger Zone—Nelson Touch in One Fight.

London.—Often the question has been asked, "What are our submarines doing? Are they active at all in hunting the German U-boats which are sinking our mercantile shipping?" Occasionally cases are heard of German submarines being sunk by destroyers. The weekly Admiralty reports tell of a certain number of merchant ships "unsuccessfully attacked," from which one concludes that in some cases a U-boat may have been "bagged" by the merchantman's gun.

Nor has the American "mosquito" fleet been long in learning the game of U-boat hunting. "Keen as mustard," said a British naval officer recently in talking about the American navy. They simply love a scrap when they can get it, but the Germans are not so keen.

There is no end of stories about the sinking and destroying of German U-boats hidden away in the very brief reports of commanding officers which from time to time reach the Admiralty. If one could only get at them. Of many of the highly successful methods of hunting and destroying the U-boat it is, of course, impossible to tell, but the Admiralty has permitted the publication of some recent records in which American destroyers, British destroyers, motor launches and submarines have played distinguished parts.

Most Are Mere Boys.

The brave fellows engaged in the work are, for the most part, mere boys, fresh-faced, clear-eyed youngsters, devoid of nerves, always alert, cool and confident, who have to make up their minds and give their orders on the instant, and who, in true navy style, perform their allotted tasks and say nothing about them.

Here is a story of a successful engagement fought by two American destroyers which were escorting a convoy of merchantmen. They sighted a periscope, which however, quickly disappeared. Rushing to the spot the destroyers dropped a depth charge and then wheeled back. The periscope again appeared, as though heading for the convoy, and off went the destroyers full speed.

Once more the periscope disappeared, but not before three rounds had been fired by the leading destroyer, who also dropped a depth charge. The enemy's bow then came up rapidly, and it appeared that he was lying at an angle of thirty degrees, stern down.

German Crew Surrendered.

He managed to right himself and tried to get away on the surface, but again the Americans opened fire, and then the Germans came on deck, held up their hands and surrendered. The U-boat sank just afterward, the survivors being taken on board one of the destroyers.

Here is a tale of an English commander of a submarine just as it reached Whitehall:

"10 a. m.—Sighted hostile submarine. Attacked same.

"10:03 a. m.—Torpedoed submarine. Hit with one torpedo amidships. Submarine seen to blow up and disappear. Surface to look for survivors. Put down immediately by destroyers who fired at me."

But this young commander was a little more explicit in his footnote, as he might well be, for, having kept to sea and his appointed duty under circumstances of extreme difficulty and hazard, he took his fate in both hands, stalked the enemy and destroyed him.

"During my attack," he wrote, "there was just enough sea to make depth keeping difficult. I fired two torpedoes, and one hit at forward end of conning tower. A large column of yellow smoke, about one and a half times as high as the mast, was observed and the submarine disappeared. The explosion was heard and felt in our own submarine. On the previous day the periscope had become very stiff to turn, and in the dark hours I attempted to rectify same, but while doing so I was forced to dive, and thus lost all the tools and nuts of the conning tower.

"While attacking it took two men beside myself to turn the periscope. For this reason I did not consider it prudent to attack the destroyer after having sunk the submarine.

Lay on Bottom Amid Enemy.
"After torpedoing submarine I proceeded four miles northward and lay on the bottom. Many vessels throughout the day were heard in close proximity. Several explosions were heard, especially one very heavy one. It must have been close, as the noise was considerably louder than that of the torpedo. On one occasion a wire sweep scraped the whole length of the boat along my port side, and a vessel was heard to pass directly overhead."

That is all. The feelings of these gallant men, lying on the sea bed, while death in its most horrible form searched around for them, are left to the imagination. They made port safely and, after refitting, put off to sea again.

This deadly game of submarine against submarine is the blindest and worst of sea fighting. The hazard is the highest that can be imagined, but it is accepted by splendid men of the British and American navies with a

cheerful disregard for anything but duty. For not only must our undersea craft run the risk of being fired on by enemy ships, but they have also to chance shots from British cruisers and armed vessels, who "let fly" whenever they see a periscope which they cannot identify.

Nelson Touch in One Fight.

There was a Nelson touch about the destruction of one U-boat which would have appealed strongly to the little admiral who looks down from his lofty eminence in Trafalgar Square upon the Admiralty building in Whitehall.

Sighting the German, the Britisher dived and gave chase, worked blind on the course her commander laid and trusted somewhat to luck. Now and again her periscope broke water for a second or so—only long enough for her skipper to confirm his course and bearings. Then the British navigated into shallow water, so shallow indeed that to avoid being seen she had to scrape the bottom, bumping uncomfortably and dangerously all the while, and had also to dip her periscope.

Luck was with her, and she avoided breaking surface until she came to a position favorable for attack, between 500 and 600 yards from the U-boat, which, unsuspecting, was lying awash, her conning tower open. Some of her crew were indeed spreading the wind screen in preparation for a trip on the surface.

Little did they dream that in a few seconds they would be on their way to "Davy Jones's Locker." But so it happened. Away with a hiss went the torpedoes from her tubes, and as they sped on their errand the Britisher was shifted so that another tube was brought to bear on the enemy. The commander was taking no chances, and if the bow tubes missed he was ready to have another go. But the bow tubes had been "well and truly laid" on the target, and twenty seconds after the torpedoes had been fired a dull explosion was heard by the British crew.

Oily Substance on Surface.

But there was no sign of the U-boat. There was a great disturbance upon the water where the pirate had last been seen, and when the Britisher reached the spot the sea was found covered with a thick layer of oily substance. A wireless to the depot port and another red dot went on the chart which records the fate of the pirates.

In the dawn of a bright morning a British submarine sighted an enemy U-boat running on the surface and at once dived to get into a favorable position for attack. As the navy would say, she "proceeded as requisite" for fifteen minutes and, rising until her periscope was above water, picked up her quarry again. The skipper wanted to make sure of his game.

Carefully and expertly he maneuvered his boat into a favorable position. Then a quick order and out of the tube a shining "fin fish" sped toward the Hun. In less than a minute the explosion was heard, and up to the surface came the Britisher to look for results. Right ahead the sea was covered with a big patch of oil, in which three men were swimming. Two were picked up by one of the submarine's boats; the other sank before he could be reached. Another of the Kaiser's pets had "gone west."

Lauder's Cousin Killed.

Cumberland, Md.—John Lauder, forty-eight, a cousin of Harry Lauder, the Scotch comedian, was killed in the Tyson coal mine near here, where he was employed. He was caught under a fall of rock.

LET'S HOLD THE LINE

By Norreys Jephson O'Connor of the Vigilantes.

We hold the line which stretches far, From western towns to fields of France, Where now our brave battalions are, Fighting to stop the Hun's advance.

We must not fall them in their need. We who, in factory or field, Are soldiers, too; we may not bleed: Should we, then, find excuse to yield.

Because we pass in dreariness Our days, or in the summer sun Are hot, and worn with weariness? If our line breaks, the foe has won.

If we heed enemy alarms, Vain is the general's vast design, And vain the soldier's deed of arms, In freedom's name, let's hold the line.

GIRL SCOUT CAPTAIN



Mrs. Elizabeth P. Stark, sister of Hoffman Phillip, newly appointed minister of Columbia, S. C., is captain of a mounted girl scout troop in Mayport, Fla., whose duty is to patrol the coast east of Florida to turn up pro-German activities. All the girls carry rifles or automatics, and are proficient in their use. The scouts are from thirteen to sixteen years old, and do night work without a quail.

FORETOLD WAR WITH HUNS

Russian Consul at Boston Fourteen Years Ago Prophesied Great Conflict.

Boston.—Fourteen years ago Joseph A. Conry, Russian consul, prophesied there would be a war with Germany. This was made in an address Mr. Conry delivered at the annual meeting of the Ninth Regiment Veterans' association in G. A. R. hall in this city, April 6, 1904. Excerpts from his speech follow:

"There will be a war in this country as sure as time flies. With England? No, because our commercial interests are too intimate. Not with France, because she is diminishing. We have had it with Spain.

"But it will be with the empire of Germany. We have no desire for war, but if it should come, we need a volunteer militia made up of 500,000 men to back up our standing army."

Ship Coal by Water.

Memphis, Tenn.—Heavy shipments of coal from the Kentucky fields are being made by water on the Mississippi river. A single steamboat recently towed 15 barges containing 9,000 tons of coal from Caseyville, Ky., to Memphis. It would have required three or four trains to have hauled this consignment by rail.

NURSERY TRAIN FOR FRENCH BABIES



A Red Cross nursery train at Basle, Switzerland, where French civilians repatriated from Germany are cared for on their way home. The poster of the stork and the child signifies the object of the car and the inscription above translated means "For the Happiness of Women."

WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest and Other Things Worth Knowing.

Pastor Charles W. Wagner, author of the widely known book, "The Simple Life," is dead at his home in Paris. He was 67 years old.

Lieutenant Benjamin V. Maurice, of New York, died at Ellington Field, Houston, Tuesday, of injuries received when his airplane fell on April 16.

Bread tickets as a war-time measure in Chicago may be necessary, according to sentiment among 12,000 master bakers of that city in session there Wednesday.

John Verburg, of Chicago, was shot and killed by his crippled son, John, Jr., because he had struck the youth's mother when she objected to his demands that a 15-year-old daughter get employment.

Major Ralph Royce, of Hancock, Mich.; First Lieutenant Herbert R. Garstide, of New York, and Lieutenant Paul Meyers, of Milwaukee, Wis., have been decorated with the war cross by a French general.

Count James Minotto, son-in-law of Louis F. Swift, the packer, was taken into custody in Chicago Wednesday by deputy United States marshals, two weeks after his arrest was ordered on a Presidential warrant.

The chief features of an agreement to strengthen the alliance between Germany and Austria-Hungary have been laid down, says an official statement issued in Berlin in regard to the visit of Emperor Charles to German great headquarters.

Orchestras composed entirely of women will be seen in the near future throughout the country, according to Mrs. Enos P. James, of San Diego, Cal., the only woman delegate attending the 23d annual convention of the American Federation of Musicians in Chicago Tuesday.

Women of the Methodist Episcopal Church South, won their 40 years' fight for full lay membership in the church when the general conference in session at Atlanta, Ga., struck from the church law the prohibition against their election as church stewards and as delegates to the general conference.

British mounted troops, after capturing Kirkut, in Mesopotamia, pursued the Turks for a distance of 20 miles to the northward, says an official statement issued by the British war office. On May 11 the Turks were driven across the Lesser Zab river at Allyn Kupri. The latter place is 60 miles southeast of Mosul.

The Right Honorable William Morris Hughes, premier of Australia, arrived at a Pacific port in the United States Wednesday with a party of Australian officials en route to a war conference in London. Passengers on the vessel said a German raider had attacked and damaged a British transport on which the premier had sailed previously.

Nothing further has reached Ottawa officially as to the disposition of the United States troops in France. The statement contained in the cable from the British war cabinet and issued at Ottawa by the director of public information that the Americans were not to be utilized in the fighting line until they had a complete self-supporting army has not been changed or modified in any way.

An anti-loading bill, modeled in some respects after statutes in effect in Maryland and New Jersey, was signed by Governor Whitman, of New York, Wednesday. It requires all able-bodied men from 18 to 50 years of age, after proclamation by the governor, to be "habitually and regularly engaged in some lawful, useful and recognized business, profession, occupation, trade or employment until the termination of the war."

Sergeant L. Baylies, of New Bedford, Mass., an American flyer in France, has brought down seven German airplanes within the last two months, says an official dispatch from France.

Seven young men of Brussels, born in Belgium of German parentage, but Belgian citizens by adoption, have been taken to Germany to be enrolled in the army, according to an official dispatch from France.

Emperor William has returned to Potsdam owing to the political crisis resulting from the recent rejection of suffrage reform by the Prussian diet. Count von Hertling, the imperial chancellor, has been summoned to Potsdam to report on the situation.

Serious disturbances in the Austrian-Hungarian fleet have caused changes in the high command, a dispatch from Switzerland says. The crews, composed largely of Slavs and men of Italian descent, have made much trouble and the disturbances were put down with difficulty.

SUBMARINE WHIPPED

U-Boats Being Sunk by Allies Faster Than Enemy Builds Them—Less Shipping Lost Per Month.

Paris.—The effectiveness of the German submarine campaign is declining. The German government is aware of this fact, declared George Leygeus, minister of marine, before the naval committee of the chamber of deputies Monday, but has made the greatest efforts to conceal it. He said the situation was most favorable and that the sinkings of submarines in the first three months of 1918 through allied measures was greater than the number built by the enemy.

Minister Leygeus referred to the statement made in the reichstag on April 17 by Vice Admiral von Capelle, German minister of marine, in which he said 600,000 tons of allies' shipping were sunk monthly. This figure, the minister said, was incorrect.

It was reached and passed in April, May and June of 1917. In July it declined and in November it fell below 400,000 and since has diminished continuously.

M. Leygeus said that in February, March and April 3723 French steamers and 788 French sailing vessels passed through the danger zone where a few months ago losses by torpedo had been very heavy. Not a single ship was sunk.

On the other hand, he said, the number of submarines destroyed had increased progressively since January in such proportion that the effectiveness of enemy squadrons [cannot be maintained at the minimum required by the regulations. The number of enemy U-boats destroyed in January, February and March was far greater in each month than the number constructed in the same month. In February and April the number of submarines destroyed was three less than the total destroyed in the previous three months.

These results, the ministry declared, were due to the methodical character of the war against submarines; to the close co-ordination of the allied navies; to the intrepidity and spirit animating the officers and crews of naval and aerial squadrons and to the intensification of the use of old methods and the employment of new ones.

YANKEES TAN HUNS' HIDE

American Shell Fire Keeps Teutons in Hellish Torment.

With the American Army in France—A gigantic enemy ammunition dump at Cantigny was fired by the American artillery Monday morning. At the same time two fires were started in Montdidier, followed by numerous explosions.

The weather continues misty and rainy. There was no infantry action and only intermittent machine gun and rifle fire. The position of the Germans is becoming more and more intolerable, while the Americans are entrenching their positions more firmly. Any hopes the enemy might have had of breaking through in this sector are diminishing.

The Americans take nothing for granted, but return fire two to one, which is believed to set a new pace in this sector. What appears to trouble the Germans most is that the Americans never turn back when the enemy uses gas. They give him a double dose of the same, with everything else the enemy tries.

Improved weather conditions led to increased air activity in the Toul sector Tuesday. Many American planes were working over the enemy lines and observation balloons were sent up for the first time in many days.

The American artillery Monday night and Tuesday morning directed a heavy and harassing fire on German rear areas, where it is known troops are billeted and it is suspected that others are moving.

To Increase Freight Rates.

Washington, D. C.—Estimates made Tuesday by railroad administration officials indicate that an increase of at least 25 per cent in freight and passenger rates will be necessary this year to meet the higher costs of fuel, wages, equipment and other operating expenses now set at between \$600,000,000 and \$750,000,000 more than last year.

Recommendation that rates be raised by approximately this percentage has been made to Director General McAdoo by his advisers. He is expected to act within the next six weeks and to put increases into effect immediately.

Mail to Go by Airplane.

Chicago—Miss Katherine Stimson, aviatrix, was sworn in Monday as a postal clerk, and started at once for New York in her airplane, carrying a number of especially addressed letters for delivery in that city. In connection with the flight, word was received from Washington announcing that a new stamp of the 24-cent denomination is to be used for aviation mail. It can also be used on other matter for which the charge amounts to that sum. The new stamp will carry the picture of an airplane.

20,000 Refugees Aided.

Cairo, Egypt—The British government is transporting 1500 Armenian refugees from Jerusalem to Port Said. Others are coming from the south-east.

Rev. Stephen Trowbridge, representative of the American committee for Armenian and Syrian relief, said that 20,000 refugees had been given assistance in Jerusalem by the committee. A hospital has been established at Mejdal, near Gaza.

KAISER MAKES HUGE DEMAND ON RUSSIA

Arming of Troops Must Stop—To Take Many Large Cities.

LITHUANIA IS CALLED

Kaiser Informs Country That It Must Share War Burdens of Teutons, Including Military Service.

Washington, D. C.—Details of the latest German demands on Russia, received at the State department Wednesday from Swedish sources, show that Russia has been asked to make financial concessions, to give up Moscow and other large cities to the Germans, to cease arming troops and to dissolve all recently formed military units.

Amsterdam—Emperor William has issued a proclamation concerning Lithuania in which it is assumed Lithuania will participate in the war burdens of Germany.

In the proclamation the "independence" of Lithuania, allied with the German empire, is recognized.

"We assume that the contentions to be concluded," the proclamation says further, "will take the interests of the German empire into account equally with those of Lithuania and that Lithuania will participate in the war burdens of Germany which secured her liberation."

Lithuania is one of the former Russian border states which the Germans have attempted to set up as nominally independent countries under German influence.

Germany is making every effort to exploit the states economically but, except in the case of Poland, has not attempted to force the former Russian subjects to fight with the German army, as the emperor's announcement indicates may now be done in Lithuania.

The attempt to enroll a Polish army on the same plea that is now made in the case of Lithuania was a failure.

The Vorwarts of Berlin said recently that strong opposition was developing among the Lithuanians to transforming their country into a German semi-federal state. Entire independence is demanded.

The Lithuanians number about 2,000,000.

Washington, D. C.—Emperor William's proclamation recognizing the independence of Lithuania allied with the German empire, was received with no enthusiasm by officers of the Lithuanian National Council headquarters here.

"The assumption that Lithuania will participate in the war burdens of Germany means a contribution of three things: Money, munitions and men," the officers declared. "The first we have not, as Germany has already impoverished us; the second we have no means of supplying, because we lack the first. Therefore Germany can have reference only to men."

AIR MAIL SERVICE STARTS

Machines Are Capable of Carrying 300 to 600 Pounds of Mail.

Washington, D. C.—America's first airplane mail service was inaugurated Wednesday between Washington, Philadelphia and New York, with planes starting simultaneously at 11:30 a. m. from the National Capital and New York. President Wilson, cabinet members and other government officials attended the ceremonies preliminary to the initial flight.

The President, as head of the American Red Cross, will receive the first letter by airplane from New York. The communication will be from Governor Charles S. Whitman and will express his wishes to the President for the success of the Red Cross campaign to raise \$100,000,000, which starts Monday.

The mail airplanes will be piloted by army aviators especially detailed to the service for experience in cross-country flying.

"Give a Lift Club" Comes.

New York—No soldier or sailor will lack means of free transportation in this city if the mayor's committee on national defense succeeds in its plans launched for the organization of the "give the uniformed men a lift" fraternity among automobile owners. The committee is distributing cards bearing the words "Give the uniformed men a lift as far as you go." The cards are to be stuck on windshields and will constitute sufficient invitation for enlisted men to jump into automobiles whenever they pull up at the curb.

Drug Seller Sentenced.

Chicago—Federal Judge Landis Tuesday sentenced Nathan H. Schaffner, a young physician, to imprisonment for two years at Leavenworth, Kan., for violation of the Harrison anti-narcotic law. Schaffner's books showed his income from his practice was from \$80 to \$150 a month until he began providing drug users with narcotics, when his office receipts increased to about \$1500 per month.