

MONSTER PONTOON CRANE WILL HOIST SUBMARINE

Great Swirl of Bubbles Arises From 'F-4' When Looped Cable Moves Sunken Craft

(Continued from Page 5.)

CABLE LOOPED ABOUT CRAFT MOVES IT

In the afternoon, drama rose to its climax. The anchor cable of the California was taut. Suddenly it slackened. A man in an open boat cried out and pointed. A swirl of white bubbles broke from below and spread on the swell.

The cable had been looped about the submarine and had twisted it about.

A diving-bell is the latest plan to guide dragging operations. It is being built at the Honolulu Iron Works and may be completed today. Glass portholes will be placed in a fifty-four-inch cast-iron pipe; its lower end will be sealed; a man will enter and the top will be closed. He will be lowered to the submarine and he will be able to direct the placing of chains and cables.

An electro-magnet also was tried out yesterday for the first time.

CAUSES OF DEATH ARE MERE CONJECTURE

What has killed the twenty-one—if they are dead, as appears certain—cannot be told until the F-4 is recovered. Her hull is believed to be intact, without any great seams; but there probably are minor openings which would flood some compartments. Her air supply was large enough to maintain life for a long time if there were no complicating factors, but there might have been many. Sea water may have reached the batteries and generated chlorine gas. Death may have been by suffocation or drowning; slow or mercifully quick. The men may have died when the boat first met with her mishap.

All night long the California had clung fast to her strike. Two drags had swept the floor of the sea and were held by the dredge. Those on the ship became incredulous when they observed the slight strain on the steel cables leading over the boom, and the engines began hoisting.

They raised the weight half-way to the surface. Then Agraz slipped into the water and disappeared. Half-way down his descent he found the rust-grimed anchor, with fathom after fathom of chain trailing from her into the dim depths below. He went on. He reached 215 feet. This was shown by the gauge of the air-pump, which registers pressure and depth accurately. It is held to be a new world's record.

DIVER SEES NO SIGN OF CRAFT

There was no sign of the submarine. Agraz climbed back into the air. Descending and ascending, he had been in the water almost an hour, he said.

The California surrendered the catch to a donkey-engine on a barge, which drew up the anchor and great mass of chain, estimated to be ninety fathoms.

G. B. Evans dived 110 feet to the second drag to see whether it had anything. He found nothing.

Thus the whole fabric of hope, woven about the strikes of the California, was destroyed. It is evident that no line had been twined about the submarine since the Navajo lost her hold Saturday, after one end of her drag had parted the night before.

Soundings yesterday showed a comparatively smooth surface of the ocean floor and indications were that the submarine was on an even keel. The depth was taken accurately at forty-seven fathoms.

DIVING-BELL EXPECTED TO HELP

The diving-bell is expected to be of great assistance to the tugs, although, of course, the man within will be able to do nothing except to report progress to those above. It will be six or seven feet long, according to the tentative plans of C. W. Parks, engineer at Pearl Harbor, and will be of cast iron pipe sufficiently strong to withstand the 200 pounds pressure to the square inch that it will encounter. Holes will be drilled in the iron, and glass portholes, probably four in number, will be placed at the height of a man's head from the lower end, which will be sealed fast. Air lines and signal lines, besides the slings to raise and lower the bell, will be fitted to the bell. Mr. Parks was uncertain last night as to when he would complete it, but he said he hoped it would be today. Material was rushed from Pearl Harbor.

Use of an electro-magnet also will aid in determining the position of the F-4, especially of her bow and stern, so that the tugs may approach her from the proper directions with their cables dragging underneath.

OLD METAL WILL ATTRACT MAGNET

But there probably are masses of old metal scattered over the coral and sand—anchors, discarded boilers and a miscellaneous assortment of odds and ends of everything, so that both the magnet and microphone do not give positive indications of the submarine. They would be needed only for minute observations, since buoys float above the F-4, showing her location.

With information as to where the bow and stern of the seawarp lie, the tugs will drop their cables and move until they catch under the hull. This is infinitely slow and patient work, even though the tugs know where to drag. All Saturday's endeavor went for nothing, and it may be days before the cables finally catch.

When they do, bridles will be dropped to bind each about the hull, and the whole spider-work of lines will be drawn into one strand. Then the 150-ton pontoon crane will drag the boat from her grave. If the crane is unable to do the work, it will be assisted by the California.

"I looked at the line in the boom," said one of the California's crew yesterday. "It was almost slack, and I said then to myself that they couldn't have the submarine; that whatever they had must be much lighter."

RUST-EATEN ANCHOR AND CHAIN

A little pull tore the rust-eaten anchor and chain from where it was twined about in the coral branches. It hung in the loop 150 feet below the surface.

Not wishing to endanger the hold on the catch, the California ceased heaving and big-chested Jack Agraz was called on. He responded, as he has done many times since the F-4 reeled through the dim waters.

Down his line he climbed, slowly and carefully. He had dived with death before by descending 200 feet in five or six minutes. He reached 150 feet. There hung the anchor with its chain sway-

THE F-4

(United States Submarine, Lost Off Honolulu, March 25, 1915.)

By H. M. AYRES.

Sunlight, blithe hearts, a banner
Blazoned with many a star;
A low-sunk rover stealing
Over the harbor bar.

Work in the dumb, dark spaces
Shut from the common eye,
Where the dolphin iridesces,
And the long, lean shark drifts by.

A sense of doom impending,
A frantic rush to save—
A crumpled hull in the sea-ooze,
A fifty-fathom grave.

A long, gray shape on the bottom
Where the coral forests lie;
A ghostly form in a setting
Of lapis lazuli.

A film on the smiling surface,
Hopes that refuse to die;
And woeful women weeping
Under the midnight sky.

Stars through the warden waters
Their radiance sending down
And soft winds ever crooning
Of fadings renow.

ing below. It was bitten deep by sea water. Agraz signalled for more line and inched his way down into the primeval eternal twilight. He crawled down and down, while the stupendous pressure of the underseas closed about him; and still he descended.

He requested more line. There was hesitation, but finally the men above gave him all they had, and he went farther into the bosom of the sea than any man, exposed to the titanic weight, had gone. He reached 215 feet. This statement is verified by all connected with the work, from officers down.

Peering about in the green half-light, Agraz could not see the submarine, and he crawled his way up the line.

He reached the surface after being in the water almost an hour, he estimated, but most of this time was consumed in ascending and descending.

"Not her! Anchor!" Agraz gasped. A mate thrust out an arm to help him. Agraz spurned it aside. He wished no assistance.

HOPE SPLUTTERS LOW AND FADES

A heavy silence settled on the heels of his words. Low exclamations sounded like prayers in the stillness. Agraz clambered into the boat with salt water dripping from his black trunks. The helmet clattered on the wood. The weight of the blow forced itself into the tired minds of the men who had been without sleep through long nights. They turned wearily back to their tasks—and hope was as a candle spluttering low in its wax before it dies.

And so the California drew away and the puffing donkey engine wrestled with the anchor and chain. It was drawn on a barge. The weight was not more than three tons, it was estimated, so it could not have been the anchor of the Oregon, which would have been much heavier. Moreover, the flukes were rigid, while it was reported that the Oregon has a "patent" anchor.

It may have been the anchor of the Hongkong Maru, lost near the fairway several years ago, and for which various efforts at recovery have been made.

The California was dragged back to where the red buoys were tossing in the easy swell. Her anchor cable groaned under a strain. Men sprang back from its creaking. It eased and the dredge swayed.

GREAT SWIRL OF BUBBLES ARISES

The buoys moved on the starboard bow. Little boats were dancing about them. In one was a man gazing into the sea with a glass-bottomed box. Near him was a motor-boat, in the bow of which stood Lieut. Leo F. Welch.

Suddenly the man in the boat cried shrilly to the lieutenant and cast out his arm. Heads jerked to attention and bodies stiffened. Milky on the green water, a great swirl of bubbles arose and danced in the sun. They must have come from the submarine.

Slowly they died away. Each eye watched their passing. The explanation given by H. G. Plummer of the Hawaiian Dredging Company, assisting in the work of the dredge, was that his cable had made a loop about the submarine and had whirled it about when the strain of the moving dredge became too great.

An hour before this time, the gaunt, black-lines of the crane had moved into the harbor to be anchored until it should be needed for drawing the stricken submarine from its bed. A sea almost as smooth as a mirror made it possible for the Navajo to tow the crane from Pearl Harbor. Crowds everywhere on the waterfront had watched its slow progress for five hours, from the time it was a black patch against the green of the hills.

CRANE COULD HANDLE INTACT SUBMARINE

This crane has a capacity for 150 tons of dead weight. Admiral Moore said he had seen it lift that much. It was designed to lift the heaviest gun. If the F-4 retains her compartments intact, she will lack only a little of buoyancy, and the crane could handle her easily, lifting only the water in her submerging tanks. If she is completely water-filled, her weight will be 350, or 400 tons, and that will require the best efforts of both crane and dredge. Recurrence of air bubbles shows that she has not lost all her air.

There was 125.23 cubic feet of air in the tanks of the F-4, compressed to 2200 pounds, or about 150 atmospheres. This would be sufficient for many days, but undoubtedly some was exhausted by the crew, if they lived after the last dive, in trying to free their tanks of water and restore buoyancy. How much was used no one knows; it would be difficult to hazard a guess.

There was plenty of water, but no food. There were two tanks of 135 gallons each, which would supply pure water for a long time. There probably was a little coffee.

Lieutenant-Commander J. A. Furer, naval constructor at Pearl Harbor, tested the four submarines for stability in February. He received no orders to do this, but wished to satisfy himself that they were all right. His findings showed they were. The method was to place known weights in different points throughout the submarines and then to observe the result on a delicate pendulum. By intricate calculations, the exact condition of the ships could be found.

RESCUERS TOIL WEARILY AND SLEEPILY

Sleepless nights and days filled with wearing toil and suspense have worn down the strength of the officers and men in charge. Lieut. Charles E. Smith, commander of the flotilla, was on the dredge yesterday with three days' beard on his face and wearing a blue jumper—quite unlike a natty navy officer. Although he gave no sign in his bearing, his red-rimmed eyes and lined face showed his weariness. He had rested only three hours since Friday, and, about three o'clock, he left the California to get some sleep. Mr. Plummer also had been at work night and day since Friday and he was tired out.

The tug Helen, owned by Young Bros., appeared in the middle of the afternoon with the electro-magnet, which had been made on the mother-ship Alert, and it was tested and put in shape for use.

The morgue will remain open continuously until the submarine is found.

RUSSIA PUSHES BACK OTTOMANS

Russia Defeats Turkish Armies On Shores of Black Sea: Allied Fleet Idle

(Associated Press by Federal Wireless.) LONDON, March 29.—While awaiting reinforcements of ships and men, the allied fleet is resting inactive, merely holding that portion of the Dardanelles it has already won and preparing for a further advance by diligent mine-sweeping. On the shores of the Black Sea, Petrograd announces that the Russian army of the Caucasus has won another victory, and, following up its success, is pushing the Turks back from the vicinity of Teheruk. Bulgaria, says Berlin, is not yet ready to abandon her neutrality, which she is resolved to maintain until her entry into the great conflict of the nations is certain to be to her interests.

PROVINCE OF ITALY SHAKEN BY TEMBLOR

(Associated Press by Federal Wireless.) ROME, March 29.—The province of Perugia was shaken on Saturday by an earthquake, the force of which was felt in practically every part of the district. Although there was no material damage, the population was terrified, fearing a recurrence of the disaster of a few weeks ago. On Saturday night the greater part of the population of the province camped in the open fields, afraid to stay in the vicinity of any building.

GREEK MINISTRY PLACATES PUBLIC

Denies Statements That By Maintaining Neutrality Greece Will Lose Opportunities

(Associated Press by Federal Wireless.) ATHENS, March 29.—The new ministry issued an official statement yesterday regarding the attitude of the Greek government towards the war, stating that it considers it necessary for the information of the Greek nation to deny the statements that have been made that should Greece continue to maintain its attitude of neutrality it would lose its opportunity to realize the national aspirations. The divergent views between the present ministry and its predecessor, the statement says, arose over the different opinions held regarding the gravity of the dangers that threatened the integrity of Greece. The present government, the statement says in conclusion, is doing everything that is possible to avoid these dangers without precipitating the nation again into war.

GERMAN SEA-WASPS ARE ACTIVE AGAIN

(Associated Press by Federal Wireless.) LONDON, March 29.—German submarines are again active in the Irish sea, scouting for merchantmen bound for Liverpool. English coast-guard boats and at Que-town report having sighted the periscope of submarines on several occasions. By tearing full speed on a zigzag course they were able to escape untraced.

DESSERTERS FROM VILLA TO JOIN CARRANZISTAS

(Associated Press by Federal Wireless.) DOUGLAS, Arizona, March 29.—A force of four hundred and fifty men, who had deserted the Villa cause in northern Sonora and killed their officers, arrived at Agua Prieta yesterday, with their women and children, half Indian and half Mexican. They have two hundred horses and two machine guns, which they propose turning over to the Carranzistas, with whom they will re-enlist.

PRINZ EITEL'S TIME ALMOST RUN OUT

German Commerce Destroyer Must Leave Or Intern Within Next Few Hours

(Associated Press by Federal Wireless.) WASHINGTON, March 29.—Re-newed precautions to preserve the neutrality of the Atlantic ports are being made by the navy department, in view of the fact that the German auxiliary cruiser Prinz Eitel Friedrich, now at Newport News, must leave port within approximately a few hours. The exact time has not been announced, but the hour when the ship's commander must either choose between internment in the port for the rest of the war or sailing out to meet the cruisers known to be waiting for her outside the three-mile limit is known to be close. The battleship Alabama will sail from League Island to Hampton Roads today on neutrality duty. Philadelphia police were busy overnight rounding up all the bluejackets scattered throughout the city on shore leave. This was necessary because of the suddenness of the orders received by Rear Admiral Helm, whose flagship the Alabama is, to clear for Hampton Roads. The orders were sent out by Secretary Daniels, his instructions being to support the work of the submarines and destroyers which have been on duty, controlling the neutral American waters ever since the Prinz Eitel made port for repairs. On Saturday armed American guards were stationed aboard the pier approaches to where the Prinz Eitel lay. While other armed guards were stationed aboard the craft. Artillerymen of the Fortress Monroe garrison were all recalled from leave. The Prinz Eitel will not be allowed to leave within twenty-four hours of the sailing of any of the submarines or other craft of the Allies, while a close watch is to be reserved to guard against any approach to the German craft within the three-mile limit by any warship of the Allies.

TREASURY MILE LERWAY

For twenty-four hours after sailing she will have the liberty of the territorial waters of the United States within the three-mile international limit. If warships of the Allies are sighted outside, it will be the duty of the Alabama to see that they do not trespass on American jurisdiction. The federal attorney at San Juan has notified Secretary Bryan he has begun proceedings against the interned German ship for its attempt to escape from the port of San Juan. The ship has been formally libeled.

NEW YORK BANKERS EASE ALLIES' CREDIT

(Associated Press by Federal Wireless.) NEW YORK, March 29.—The leading bankers have arranged for extensive credits to be extended to the governments of Great Britain, France and Italy, in order to facilitate payment for the immense orders for war supplies being filled.

STRIKES HAMPER BRITAIN'S PLAN

Government May Charge Treason Against Those Who Tie Up War Contracts

(Associated Press by Federal Wireless.) LONDON, March 29.—Despite the agreements which the trade unions have with the government that there shall be no strikes authorized which will interfere with the war plans of the administration, a number of strikes are being maintained, and some government orders for materials are being delayed in delivery. In addition, there have been strikes on the docks and rumors of dissatisfaction in some of the shipyards. The dockmen at Birkenhead walked out on Saturday over a question of pay, but returned to work the same afternoon, while the Liverpool dockworkers are being maintained, and some of the traffic for a week. The engineers on the Clyde are taking seriously of striking. It is feared that the government may have to adopt some drastic measures to increase the industrial production, and workmen who take part in holding up any government operation may be charged with treason.

VACATION IS TAKEN BY PRESIDENT WILSON

(Associated Press by Federal Wireless.) WASHINGTON, March 29.—President Wilson left the White House for a vacation yesterday, and will spend today and tomorrow away from his desk. He will keep in close touch with Washington by telegraph and wireless, however, and will hold himself ready to return here in the event of any emergency. Today he will visit Annapolis, aboard the presidential yacht Mayflower. At noon today he will be the luncheon guest of Admiral Naon of the Argentine navy aboard the new dreadnought Moreno. He will be accompanied on this trip by Secretary Tamm and Secretary of the Navy Daniels and aides. The Moreno collided, while en route from Philadelphia, with a barge, but received no damage.

A PARENT'S DUTY.

Your boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poisoning is too dangerous a disease to risk. For sale by all dealers, Benson, Smith & Co., Ltd., agents for Hawaii.

CITY OF MEXICO SCOURGED BY PESTILENCE

Typhus and Smallpox, Deliberately Spread by Inoculation, Rage and Famine Stalks

(Associated Press by Federal Wireless.) LOS ANGELES, March 28.—Typhus and smallpox are scourging Mexico City and famine stalks the streets, says a dispatch to the Times from El Paso. Information filed with the state department at Washington, says the same correspondent, his it that the outbreak of pestilence was not merely an aftermath of the various tides of invasion that have swept through the capital within the past few months, but that it was deliberately spread by inoculations. No personal charges are made. The reader is left to infer that one of the retreating factions scattered infection from laboratory cultures wherever it might be expected to come in contact with the victorious invaders. Nevertheless, the plague, it is declared, has been done, rats and houses found in the streets are sagely eaten by the starving populace.

BULLETS WOUND AMERICANS

(Associated Press by Federal Wireless.) BROWNSVILLE, Texas, March 29.—Already stray bullets from the battle which has been under way before Matamoros, just across the line, have wounded two Americans here, and a report which reached this city last night that the defenses of the Carranza garrison were to be shelled has created a feeling of great anxiety, lest some of the shrapnel falls here. The report states that the Villa officers have decided to bring their field pieces into action this morning, and grave apprehension exists that poor aiming may result in American casualties. Despite the boast of General Rodriguez, the Villa commander, that he would be in possession of Matamoros before noon of yesterday, the Carranzistas still hold the town, yesterday inflicting a decided defeat upon the attacking forces. The first assault on the trenches resulted in a disastrous failure for the Villistas, who were driven back with a loss of a hundred killed and four hundred wounded, while the defenders lost only ten killed and forty-five wounded.

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TERRIFIC FIGHTING IN THE CARPATHIANS

(Associated Press by Federal Wireless.) LONDON, March 29.—Only artillery engagements and minor tactical successes, of no weight in the great scales of battle, marked Sunday, either on the western or eastern fronts, except in the Carpathians. There desperate fighting continues on a huge scale, but there are no recent announcements on the progress of the battle.

RAID GERMAN AERO CAMP

(Associated Press by Federal Wireless.) LONDON, March 29.—A flock of the Allies aeroplanes raided the aviation camp of the Germans at Chistel, in Flanders, yesterday, and dropped a number of bombs. No official statement of the damage done was given out.