The Hunt for the U-Boat Raiders

U-Boat Fired 15 Shots at Radioleine

Captain of French Tanker Tells of Destroyer's Timely Arrival

Tried to Conceal Warship's Approach

Raider, of Great Size, Near Sailing Ship When First Sighted

WASHINGTON, June 5.—The story of the captain of the French tanker Radioleine, attacked by a submarine off the Maryland coast yesterday, reached the Navy Department to-day, showing that the raider had fired fifteen shots at the Frenchman from long range before an American destroyer, answering an S O S, appeared.

The captain said the submarine was so big that when his lookout sighted her six miles away he reported her as an American destroyer.

Following is the Navy Department's summary of the Frenchman's story:

"The submarine was so big that at first the lookout thought it was an American destroyer. He was about six miles distant from the Radioleine. The submarine when sighted lay about two lengths from a three-masted sailing ship (probably the schooner Edward R. Baird, jr., which later was bombed and sunk), and the lookout reported it to the captain as a destroyer. But the captain with his glasses recognized it as a submarine. The captain was in doubt as to the nationality, so did not fire, but manned his guns. He changed his course from east to west and the submarine opened fire, but the Frenchman still held his fire until the submarine fired a second time. Then he fired; range, about 12,000 metres.

"The French ship fired in all three shots. He kept a direct course and did not zigzag. The submarine fired between fifteen and twenty shots. The Frenchman heard two shots about fifteen minutes before he sighted the submarine. He believes that these were fired to stop the sailing ship.

"The submarine lay broadside to the Radioleine when the captain sighted it. Apparently some one from the submarine was on board the sailing ship. Whether or not their boarding party was taking stores he was uncertain. At no time was the submarine closer than six miles to the Radioleine. The Radioleine was making good speed while getting away. No shots hit her. No damage was done and there were no casualties.

Submarine Showed No Flag

"No flag was visible on the submarine. Before the Radioleine fired she hoisted the French colors. The schooner mentioned was a three-masted schooner, with all sails set. No flags were discernible, therefore the name and nationality were unknown to the Radioleine.

"At 9:15 a. m. June 4 the Radioleine saw an English smokebox adrift, and later passed a large quantity of apparently recent wreckage. At 1:40 p. m. he heard three shots at the head and to the northward of his position. He heard one more shot at 2:05 and one more shot at 2:15. At 7:15 a. m.—apparently the time when he sighted the submarine—he sent an S O S, and shortly afterward some one unknown entered K S O S. At 7:55 a. m. he sighted a destroyer.

"The destroyer made all speed, heading in the direction of the submarine. Apparently the destroyer did not see the submarine until the Radioleine changed course to starboard, as the captain of the Radioleine purposely kept between the submarine and the destroyer so the submarine would not see the destroyer.

"As soon as the submarine saw the destroyer he submerged. The captain did not see the submarine again and is unable to tell what the destroyer did, because the Radioleine was too far away when the destroyer reached the spot where the submarine disappeared."

Air Patrols Defy Storm in Search For Coast Raiders

Air patrols of the army and navy covered their appointed beats along both shores of Long Island yesterday afternoon while a thunder shower, with sharp, veering gusts of wind, sped down from the northwest with a violence that would have driven the most daring amateur aviator to earth a year ago.

The flying soldiers and sailors rode out the storm, however, as buoyantly as though their droning machines had been so many snugly reefed schooners. One group that was flying in formation at the height of the storm on the ocean side of the island never faltered in its alignment, but drove along serenely.

The naval machines are hydroaeroplanes equipped with pontoons which would keep afloat even in rough weather for a considerable time, but the military machines would have gone to the bottom like a plummet. Some of them were ten miles from shore at altitudes varying from 5,000 to 10,000 feet when the storm broke.

Patrols were sent out from half a dozen stations, and so far as could be ascertained last night not one of them was driven in by the storm, nor was an accident reported.

Crew of the Mengel, Latest U-Boat Victim, Reaches New York

Captain H. T. Hanson and eleven of the crew of the auxiliary schooner Samuel C. Mengel, the latest victim of the raiding U-boat on the Atlantic coast, reached this city yesterday afternoon. The Mengel, of 915 gross tons, was sunk at 6:30 Monday night, when she was 120 miles out, on her way to New York from the West African coast.

The men were picked up in an open boat Tuesday morning, after rowing all night, by the Danish steamship Paris, which landed them at an Atlantic port. Captain Hanson was told by the submersible's commander that he had sunk six vessels, three sailing vessels and three steamers, on the day before (Sunday).

The first thing the Mengel's crew knew of the submarine was when they were hailed with a command to "ease ship." At first the German captain ordered the crew to leave in ten minutes, but later changed his mind and told them to take all the time they wanted.

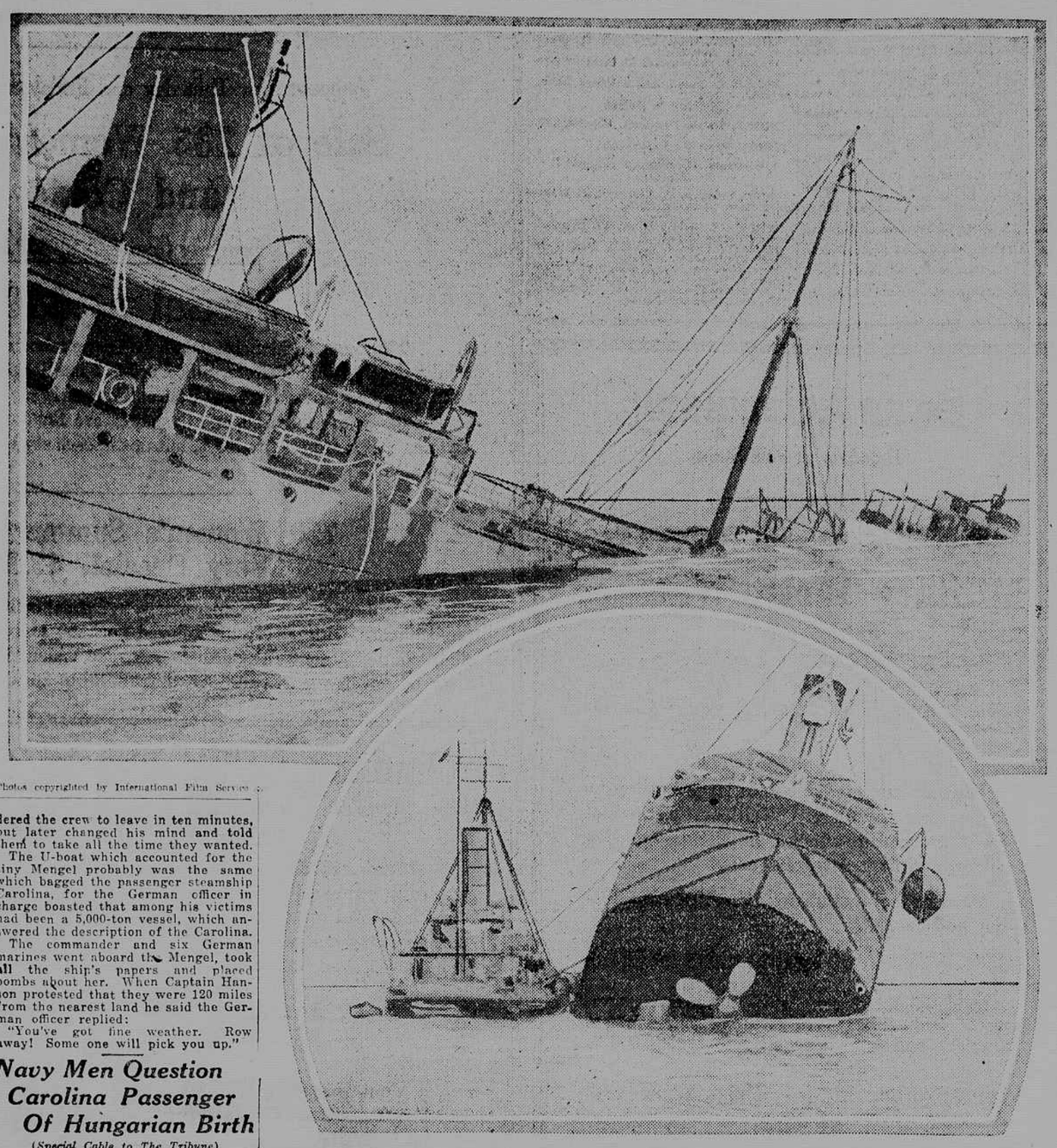
The U-boat which accounted for the tiny Mengel probably was the same which bagged the passenger steamship Carolina, for the German officer in charge boasted that among his victims had been a 5,000-ton vessel, which answered the description of the Carolina.

The commander and six German marines went aboard the Mengel, took all the ship's papers and placed bombs about her. When Captain Hanson protested that they were 120 miles from the nearest land he said the German officer replied:

"You've got fine weather. Row away! Some one will pick you up."

THE HERBERT L. PRATT BEFORE SHE WAS REFLOATED

Standard Oil tanker is shown beached on the Jersey coast after U-boat's attack—Yesterday she was pumped out and sent to sea under her own steam



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Navy Men Question Carolina Passenger Of Hungarian Birth

(Special Cable to The Tribune)

Lewes, Del., June 5.—Belmont Von Jenny, of 289 Amherst Avenue, Jamaica, Long Island, one of the nineteen survivors here from the liner Carolina, was summoned early this morning to Cape Henlopen and there questioned by the naval authorities. This afternoon he left for his home on Long Island. It was stated unofficially that Mr. Von Jenny had satisfied the officials that he is a loyal American citizen.

A Hungarian by birth, Von Jenny, who has a wife and other relatives on Long Island, had been in Brazil, where, he says, he owns a rubber plantation larger than the State of Delaware. Von Jenny admitted that while in Porto Rico, en route to the United States, he was arrested, charged with disloyal utterances. Later he was released.

It was stated here that Von Jenny was questioned at the naval base following the complaint of a woman passenger on the boat. This Von Jenny denied.

"No American citizen," he said, "should object to being questioned by his government as was done early this morning in my case, but the Porto Rican incident is different. That damn German name of mine was what caused the trouble down there. I said and did nothing that could be construed as having the slightest tinge of disloyalty."

Von Jenny told a reporter for The Tribune that he lost $17,000 in gold and $8,000 worth of jewels which were in his stateroom on the Carolina when the ship was halted. "But," he said, "I am happy that I escaped with my life and will soon see my family."

This afternoon the Standard Oil tanker Herbert L. Pratt, which was torpedoed Monday afternoon at 4:30 o'clock, set out under its own steam for an Atlantic port. Torpedoed twenty-three feet below the waterline, the tanker was towed to the breakwater and the oil pumped out. Twenty-three hours after she had been towed in, under the supervision of Captain Landrey and Lieutenant Commander Davis, a naval constructor, she left under her own steam.

11 Floating Mines Found Off Coast By U. S. Sweepers

(Special Dispatch to The Tribune)

LEWES, Del., June 5.—Following the arrival at the Cape Henlopen naval base of Rear Admiral W. N. Winslow, to conduct a general inquiry as to the situation along the Delaware Capes, came the announcement to-day that eleven mines had been picked up by sweepers. These were towed to the naval base and later three were exploded by rifle shots.

The naval authorities refused to state if the mines were American or German. Opinion as to their origin differs among seagoing men. Displayed here are signs warning all to beware of floating mines. As this was posted some time ago, many believed that the mines discovered were among those planted by American forces and which had broken from their moorings.

To-day mine sweepers and hydroaeroplanes patrolled the coast looking for the enemy. Off Cape Henlopen a hydro-aeroplane was seen this afternoon dropping depth bombs, which as they exploded threw streams high into the air. None of the sea raiders was sighted.

Capture of U-Boat Rumored at Cape May

(Special Dispatch to The Tribune)

CAPE MAY, June 5.—That one of the raiding U-boats was caught this forenoon off the Overalls Lightship was the news brought to Schellengress Landing this afternoon with the arrival of a scout patrol from the scene of the reported victorious battle.

The report lacks any official confirmation, and officers at the Cape May section base declared they knew nothing about it. They referred all inquirers to the headquarters of the 4th Naval District, in Philadelphia.

250 Carolina Survivors Here, Tell of U-Boat Attack

Germans Didn't Like Tune of "Star-Spangled Banner" Whistled When Passenger Left Ship, Says One; Little Girl Rescued Her Doll

Two hundred and fifty survivors of the steamship Carolina—156 passengers and 94 of the crew—were landed at a Brooklyn pier at 6 o'clock yesterday morning, sixty hours after they had gone over the side of the doomed liner whistling "The Star-Spangled Banner," to the evident vexation of the sailors clustering on the deck of the U-boat.

Women and men among the passengers were clad in the remnants of the evening clothes they had donned for dinner just before the order came to abandon ship. Small children were in even worse plight, some of them being already in night wear when they were bundled on deck and into lifeboats. In this array they had survived a squally night on the open sea in rowboats and launches, one of the latter being swamped a score of times in the course of a thunderstorm. They had spent the night in the cramped quarters or on the deck of the schooner that picked them up Monday noon.

Beyond the relentless line established by a company of military police crowded hundreds of persons whose relatives or friends had been passengers on the Carolina. Most of them had spent the greater part of the night in their vigil. There was the same tense watchfulness, multiplied many times, among them that is to be seen daily in the knots of people that wait behind the rope barriers at the Grand Central Terminal.

Scenes of Rejoicing

As the survivors emerged there was scene after scene of tearful rejoicing, and when no more came forth there still remained a woful group waiting for those who were not aboard the schooner.

Four hospitals had sent ambulances, but none of the survivors required medical attention. The National League for Woman's Service had forty automobiles waiting to carry the rescued persons wherever they chose to go. The Red Cross had established a canteen within the military lines, which was prepared to serve a breakfast of sandwiches and steaming coffee to all comers. This organization was the first to bring home cheer and sustenance to the Carolina passengers, a tug laden with all sorts of emergency supplies having met the incoming schooner at 1 o'clock yesterday morning near the Scotland Lightship.

The incidents of the sinking, as recollected by the survivors, varied according to the habit of mind of the individual. G. T. Gonzales, of 280 St. Nicholas Avenue, and now a resident of Porto Rico, had kept a curt diary of the events, which began at 6:15 Sunday night, when he heard the first U-boat shell, and ended at 1 p. m. Monday, when he wrote: "We have been taken in tow and will soon be home."

Edward W. Vogel, the eighteen-year-old wireless operator of the Carolina, who stood by his instrument and sent calls for help broadcast while German shells shrieked overhead, remembered most distinctly the wailing of children that sounded more and more faintly from the boats as they were scattered by the midnight storm.

Child Saved Her Doll

Jane Parker, eight years old, remembered chiefly that she had saved Grace and that that soggy and disreputable-looking doll was clasped to her own thinly-clad bosom.

Almost all of the passengers remarked that ten reserve officers of the army, on their way from a training camp in Porto Rico for active service, had escaped any particular attention from the Germans, although none of them made any attempt to disguise or conceal his uniform. A captain of the British navy and an assistant paymaster in the United States navy went unnoticed by the raiders.

Another of the principal topics of conversation was an Hungarian passenger who was said to have been arrested and acquitted of a charge of espionage in the West Indies shortly before the Carolina sailed. He was not among the survivors landed yesterday, and many of the passengers asserted that when the U-boat drew close he had leaped overboard and swum to the craft. So far as could be ascertained, however, there were no actual witnesses to this feat. The following account of the sinking was given by Vogel, the senior wireless operator, who lives at 61 Southern Boulevard, The Bronx:

"I was awakened at 5:35 o'clock Sunday evening, as usual, for supper. The other fellow (Assistant Operator Werner) came running in while I was dressing and yelled, 'Come up here quick!' I rushed into the wireless room and there was an 'S O S' from the schooner Isabel B. Wiley. I clamped the receivers to my ears and heard it myself.

Message from the Wiley

"'S O S—Isabell B. Wiley being shelled by armed German submarine—latitude 38:07—longitude 75:10.' That's what the sounders said.

"I told Captain Barbour he'd better make quick headway, for, judging by the strength of signals, the 'sub' must be right on top of us.

"'You're right, Sparks,' the skipper said, and he bawls out to change our position, and we began to zigzag and speed up.

"At about 6 o'clock I was down for supper and had just ordered my meal when I heard something smack alongside. I had a hunch what was going on, but I went out on deck without attracting any more attention than possible. I hurried up to the wireless house and sent the other operator up top to get our position. He returned shortly, saying some one else was figuring out where we were, and meanwhile I was 'setting up' and forthwith shot out our first S O S.

"'S O S—Steamship Carolina being gunned by German submarine,' I sent out a couple of times. Then I set my instrument for receiving. Within two minutes Cape May station had picked us up and queried for our location.

"But just then our German visitor (the submarine operator) butted in and says, 'You don't use wireless—we don't shoot.' Sounds German, doesn't it?

"By the way, I could tell from the faintness of the vibrations that the Hun sender was geared to be heard not over a half mile away.

"On order then from my captain I replied that we were laying to.

Repeated S O S Call

"But I followed that by repeating the S O S call.

"I forgot to say that the first shot went right across our bow. When I repeated the call for help the Huns sent over another which whizzed some distance over our top. A third went to the rear and the fourth and last fell short. It seemed as though it was designed to; I guess they intended only to scare us, but I thought they were a bit careless where they shot.

"By this time every one had rushed from the dining room and was trying to find shelter behind the deckhouse or below.

"I listened in again and caught repeated calls from Cape May and one from the Brooklyn Navy Yard asking where we were. I hadn't our bearings from above yet, but knew approximately where we were. Just when I was rigging up to give this Captain Barbour ordered 'No.'

"I went out of the wireless room and watched the passengers and crew going over the side in boats, then went back to the operating room and tore up a secret navy code book which the Huns might have found useful. All other papers of any importance that I found I tore up and put in a silver water pitcher and threw overboard. It sank—'spurlos versenkt,' you might say.

"Then the captain came in, and with him I took a boat—every one else had left."

Diary Gives Story of Attack

Mr. Gonzales in the "diary" which he kept throughout his shipwreck experience put down the events briefly as follows:

"Sunday afternoon, 6:15 p. m.: We have just been shelled by a U-boat. She is coming toward us.

"6:45: Everybody has been ordered off the Carolina and we are preparing to take to the boats. The U-boat is a big one, one of the biggest I have ever heard of.

"6:50: We have just lowered away and we are now in the open boats at sea.

"Midnight: We have been drifting around trying to make the Jersey shore. We hope to be picked up at any time.

"Monday, 7 a. m.: It has rained throughout the night and everybody in the boats is miserable. We are confident, however, that we will be picked up soon. The brave women are keeping a stiff upper lip.

"11:20 a. m.: A schooner has just hove into sight and is coming toward us.

"11:30: The schooner is here and is going to take us to Barnegat, from where we will be able to reach New York.

"1 p. m.: We have been taken in tow and will soon be home."

In all accounts the length of the submarine was estimated at between 200 and 300 feet. Every one agreed that it carried two guns of about 6-inch calibre, one forward and one aft. It was generally agreed that as soon as the lifeboats had cleared the Carolina the U-boat circled it, firing about half a dozen shells which set the ship afire and sent it to the bottom in about two hours. Members of the crew paid high tribute to the coolness of the passengers, who went over the side to the whistled strains of "The Star-Spangled Banner."

"You might think they were on a quiet inland river," said O. Jensen, second steward of the Carolina, "and just being transferred from one boat to another. I was aboard the Ohio when she was wrecked off the Alaska coast and I thought we behaved pretty well, but the nerve I saw Sunday was an eye opener."

Martin Carroll, a seaman on the Carolina, apparently was the only one even to observe an instance of selfishness. A man who clasped a fat roll of bills pushed his way to the lifeboat at which Carroll was standing and whispered that first place in the boat was worth a thousand dollars to him.

"I pushed him away," said Carroll, "saying that I didn't want any of his dirty money, and I may have pushed him a little hard, for I seem to remember him sitting on the deck next time I looked."

As soon as the crew, who were detained for a time for examination by Secret Service men, went ashore Carroll departed posthaste to be paid off and get his shipping papers, saying that he was going to join the Coast Guard and find another U-boat.

Blankets, clothing, food, coffee and milk were among the supplies which the Red Cross provided for the rescued. The organization also sent those who were utterly destitue to their destinations, paying railroad fares when necessary, and expediting their departure in every possible way. Interpreters were on hand to discover the needs of those who spoke no English.

This promptly organized relief work was in charge of Albert W. Staub, assistant manager of the Atlantic division; Alexander M. Wilson, director of the civilian relief; J. S. Ellsworth, director of the canteens, and representatives of the Bureau of Military Relief, aided by Dr. B. J. Riley, of Brooklyn, and Miss Joanna, of the Charity Organization Society.

304 Have Been Saved From the Carolina; 25 Missing or Dead

Officials of the New York and Porto Rico Steamship Company announced last night that of the 329 souls on board the Carolina when she was torpedoed on Sunday night, 304 are known survivors, while twenty-five are either missing or dead.

Among these twenty-five are included the names of ten persons appearing on the passenger list, and five of the crew still unaccounted for. The other ten, though known to have been on board, were neither listed, from last reports, among the passengers or crew.

It is probable, say the officials, that additional survivors will turn up in a day or two, and that the number of missing will be still further reduced.

Much hopefulness was drawn from a difference of opinion expressed by George Howard, a deck steward, and Christian Nelsen, chief engineer, as to the number of fatalities credited to the overturned motor lifeboat. Though Howard says that sixteen were drowned, Nelsen, who was in charge of the motor launch, insists that only seven were lost. He said these included the five members of the crew reported missing by the shipping authorities. They were Chief Purser Mussenden, First Assistant Engineer Johansen, one male, one negro woman, a stewardess, a deck steward and a fireman.

The ten passengers listed as missing are Frederick Atkinson, Master Eduardo Beltran, Miss Maria T. Beltran, G. V. Carpenter, Miss P. L. Cueto, Felife Delia, Domingo Gonzales, Damingo Perasa, Rafael Virella and C. B. Parker, of this city.

Mrs. Charles B. Parker, of 435 West 119th Street, the wife of the last named on the list, was one of the crowd that witnessed the landing of the survivors from the Eva B. Douglas yesterday. She had been one of the first persons on the pier and had supposed that, having been summoned, she was about to receive good news. She waited vainly, however, for the appearance of her husband, being assisted in her anxious vigil by her brother, John Bergen. All through the crowds they searched, nervously questioning passengers and officers without avail. Mr. Parker was not on the Douglas, nor does his name appear among the survivors reported from Lewes, Delaware, or Atlantic City. While at the pier, Mrs. Parker was informed that message from Washington was awaiting her at her home.

"I fear that he is dead," said Mrs. Parker, "as I have been told that there is a telegram at my home for me from Washington."

The telegram said nothing about her husband.

Among the survivors of the Carolina are the following New Yorkers: Lieutenant Robert J. Boyd, E. W. Vogel, Lieutenant Bernard O. Weitz, Ramon Valencia, Second Lieutenant M. Oritz, Miss Frances R. Dickey, Arthur Courtin, Captain T. R. D. Barbour, Second Officer S. Gautzen, Third Officer W. J. Ellison, Dr. C. M. Stockwell, Mr. and Mrs. Arthur B. Mitchell, Miss Carolina H. Parker, Miss Jane E. Parker, Robert Wilson, Leif Endre, G. T. Gonzales and Elesia and Consuelo Garcia.

Late last night M. Seckendorf, general passenger agent of the New York and Porto Rico Steamship Company, paid a tribute to the work of the Red Cross in providing for the returned survivors. "The work done by the Red Cross in providing relief for the Carolina survivors has been wonderful," he said. "Nothing was left undone, and the organization deserves more than the American people recently gave it."

3 Vessels Added To U-Boats Toll Off U. S. Coast

Continued from page 1

night said the Norwegian steamer Eidsvold was sent to the bottom at 4 o'clock yesterday afternoon forty miles off the Virginia Capes. The entire crew was rescued to-day by a navy supply ship, rescued to-day a navy supply ship. Dem

That is the last word received by the department showing the raiders' position. In thirty hours after the attack on the Eidsvold no news has come to indicate where the Germans were or what they were about.

It is evident that the raiders had been moving steadily southward from the New Jersey coast. Presumably they were back yesterday in the region where they first began operations against coasting schooners.

Closed Inshore

The raiders were closer inshore when they attacked the Eidsvold than on any previous occasion, except when they launched the mines picked up off the Delaware Capes. The tanker Pratt apparently struck one of these mines, and a number of others, unexploded, have been gathered up in the same vicinity by patrol craft.

The French tanker Radioleine, unsuccessfully attacked at 9:30 o'clock yesterday morning off the Maryland coast, probably was 100 miles north of the place where the Eidsvold was sunk eight hours later.

Whether the raiders are still off the Virginia capes, hopeful of intercepting more important craft than they have yet assailed, or are hurrying on southward, no one here will attempt to guess.

It is increasingly evident as the reports accumulate that the U-boats are avoiding armed craft, and the vigilance of the navy patrol has kept them far away from the principal ports. Their errand in American waters is mystifying and the only explanation so far found acceptable is that offered by Secretary Daniels to members of Congress—an attempt to terrify the United States into recall of its fighting ships from European waters for home defence.

To-night's statement announcing the destruction of the Eidsvold was brief. It said:

"The Norwegian steamship Eisvold was sunk by an enemy submarine about forty miles off the Virginia capes about 5 p. m. on June 4, according to word received from a United States naval cargo ship. The entire crew was rescued by this naval ship on the afternoon of June 5 and is proceeding to an Atlantic port."

Why the U-boat commander picked out a neutral craft for attack is not apparent. The errand and cargo of the Eidsvold are not now known. Norwegian vessels have suffered heavily in the North sea operations of the Germans. However, and it is evident that Germany's own version of the rules of sea warfare are those to be applied by her U-boat commanders, even outside the zones fixed for ruthless operations.

The rules of cruiser warfare as Germany interprets them have apparently been followed closely by the raiders, with the possible exception of the Eidsvold's case, which is still to be cleared up. Otherwise ships' companies have invariably received some chance for their lives when their vessels were destroyed. The ruthlessness which drew the United States into the war has not so far been applied to American coastal waters. What bearing, if any, this may have on the purpose of the raid is not clear.

Reports of survivors of the steamer Texel and the schooner Mengel to-day added little to the stock of information that has been gathered about the raiders. The first officer of the Texel reported seeing a second submarine, lying awash nearby, when his ship was halted on June 2. From the captain of the Mengel came new indications that one of the raiders, at least, is of the standard 800-ton type, mounting two guns and measuring about 200 feet. It was a similar craft that sank the Cole, although later reports have indicated that a larger U-boat accompanied the 200-footer.

Firing Heard at Sea Off Barnegat Light

BEACH HAVEN, N. J., June 5.—Distant cannonading was heard intermittently off Barnegat Light to-day between 10 o'clock and noon. During the morning a large dirigible balloon went skimming up and down the horizon, about seven miles out at sea, at times convoying some of the timorous cargo boats that hugged the shore line.

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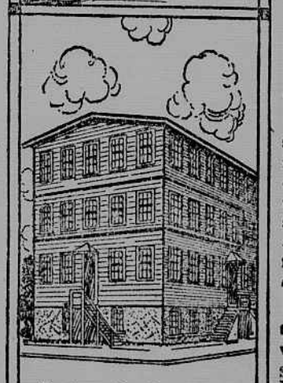

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