

STORY OF U-BOAT'S TRIP ACROSS THE OCEAN READS LIKE FICTION

Commander of Intrepid Crew Tells in Modest Manner How German Submarine Dodged Hostile Warships in Remarkable 3,800-Mile Voyage.

Baltimore, Md.—How the German U-boat Deutschland, the first submarine to cross the Atlantic ocean, made the 3,800-mile trip, dodging hundreds of hostile warships and thousands of floating mines, dropping to the floor of the sea when endangered by approaching ships and running under the surface of the water for miles to escape possible pursuers—all this makes up a story that is more thrilling than any that has appeared in the pages of fiction. The imagination of Jules Verne never conceived any tale more romantic than that told by Capt. Paul Koenig, who with his intrepid crew plotted the undersea craft from Helgoland to Baltimore.

But the story was told modestly by the sea captain, who refused to see anything very remarkable in his exploit.

Describing the voyage of the Deutschland in a quiet and simple manner, Captain Koenig said:

"The Deutschland was completed some months ago. I was chosen to command her, I suppose, because I have been captain of two North German Lloyd liners, the Princess Irene and the Schleswig, and had also sailed into Baltimore with the Rheln and the Neckar.

Knew Little of Submarines.

"I knew little about submarines. Indeed, this was my first long cruise in one, but I was given an opportunity to make trial trips in the Baltic and elsewhere. The company assembled a crew of twenty-five men. Most of them are married and they range in age from twenty-one up to forty.

"My first officer is Mr. Krapohl, my second officer Eyring and Klees is chief engineer. Klees is the most important man of all.

"We left Bremerhaven at noon of June 14. In our cargo we had about \$1,000,000 worth of dyestuffs. Also I carry 300 tons of iron for ballast. In addition we were given three packages of mail from the foreign office to be delivered to Ambassador von Bernstorff. This I turned over.

"Well, we went to Helgoland from Bremen. The trip consumed only a few hours and we kept on the surface all the way.

"No, the British blockade is not half as tight as they would have you believe.

Had Much Oil Left.

"Here we delayed for nine days. This was for the purpose of disposing properly of our cargo and ballast and the reception of food and fuel. We took on 180 tons of oil. We have ninety-five tons left, enough to take us home again.

"We had not serious accident, no trouble with our engine or submerging apparatus, and had more than double the amount of fuel needed.

"Only one case of sickness of any sort developed on the trip. One of the sailors was badly sunburned one day.

"We left Helgoland on the 23d of June and headed across the North sea for the Channel. Almost all the time we traveled at a steady speed of 13 or 14 knots on the surface of the water.

"In fact, we traveled very little under water. Only 91 of the 3,800 miles was done under water. Our practice was to submerge for a very short time the moment we sighted an enemy ship. We went under five times in the North sea, six times in the Channel and three times in the Atlantic ocean.

Under Water Ten Hours.

"The longest time we remained under water at any one time was ten hours. This was in the North sea. If necessary we could submerge for four days. Then we would be forced to come to the surface to recharge our oxygen batteries.

"Once we went down almost fifty fathoms. This was at the time we remained beneath the waves all night. Your see, we had sighted English destroyers and merchantmen. It was just a small group—we never ran into a fleet or a large group of ships—but we thought it best to avoid them.

"Were we afraid? The captain's laugh was a dry cackle. "No, not exactly; just cautious. We were not afraid of mines because we had a pretty good idea of their location. But we did not want to give a destroyer or a merchantman a chance to get in a lucky shot or ram us."

"How did you amuse yourselves down there at the bottom of the sea?"

The captain looked a little shamefaced. "Why, we played our two graphophones and drank a little champagne," he replied.

Crew Played Graphophones.

Imagine the picture. Foggy night—heavy sea—destroyers prowling above, and men—human beings like you and the man in the next flat—drinking wine and listening to a graphophone 300 feet below the surface of the black waters.

"What did you play?" the captain was asked.

"We had a hundred selections," he responded. "That night we played a selection from 'Peer Gynt,' some American ragtime and 'Deutschland Ueber Alles.'"

"We amused ourselves also in reading. We had a library of forty volumes. A good many of our books were by English authors. We carried many of Shakespeare's plays. Shakespeare, you know, is better known in Germany than in England. We had Mark Twain's 'Innocents Abroad,' some of Jacob's stories and 'Dickens' novels."

"How about Jules Verne's 'Twenty Thousand Leagues Under the Sea'?"

"Oh, that book is too full of imagination for us," replied the sturdy little sailor with a laugh.

"I suppose you felt you were living in fiction?" asked someone.

"No, it was pretty human," was the remarkable answer. "We did not have much time for speculation. We were divided in four-hour watch parties, and that kept us busy."

Kept to Course.

Captain Koenig said he had kept on the course previously decided upon without deviation. Asked if the Deutschland had made a detour of 800 miles to avoid enemy warships, as he reported, he replied:

"No, indeed. You see it was much simpler to submerge than to dodge about. But our task was rendered much more simple by the fact that we were not once sighted by an enemy ship."

Captain Koenig spent eight years in the North German Lloyd's Asiatic service. He was once first officer of the Eitel Friedrich, now boxed up in Newport News. He became a captain five years ago, and just before the war was given command of the pleasure ship Schleswig, which he says was a fine thing for his constitution, as it took him to the Mediterranean in winter and to Norway in summer.

For many years he has been a citizen of Bremen, where his wife, his fourteen-year-old son and his little "maedel" of six are at the present moment celebrating his success.

Surprised at Reception.

The reception given the Deutschland by Americans came to Captain Koenig and his crew as a complete surprise. Eager as they had been to reach America, great as was the enthusiasm when Cape Henry was sighted—there was not a man on board who did not feel anxiety over the reception they might be given when they got here. And the captain was the most anxious of all. He admits it with the perfect frankness which is one of his characteristics.

If the reception had been different, declares Captain Koenig, he was quite prepared to swing his boat around and take her back to Germany. He could have done it, he said, without taking on any supplies, whether of food, water, oil or anything else. The machinery would not have needed overhauling.

"A run of 9,000 miles would give us no trouble at all," he said. "Our action radius is 13,000. We have more than enough oil on board for a return trip. And as for water, we shall throw overboard ten tons of fresh water which is still in our tanks. The food question is just as simple. On board we live American style—that is to say, on tinned things. Even our bread is tinned. In the can it is good for six months, at least. Of course, it must be eaten as soon as the can is opened."

Boat a Mass of Machinery.

As described by Dr. John C. Travers, assistant U. S. health officer, who was taken through the boat by Captain Koenig, the Deutschland's interior appears to be mainly a mass of machinery. She has but one deck below and a seventeen-foot depth of hold for her cargo. Dr. Travers descended through the forward hatch, where he found the crew's quarters, bunks on either side of a narrow passageway leading to compartments occupied by the captain and his two officers. The captain's room is scarcely six feet square and barely high enough for a man to stand.

It is furnished all in metal, with the exception of a small oak desk. Directly beneath the officers' quarters is the dynamo, which stores electrical energy to drive the vessel when submerged.

Next Dr. Travers was taken into the officers' messroom, scarcely larger than the staterooms, with a galley built with all the economy of space of a Pullman dining-car kitchen. Aft the messroom, about one-third the ship's length from her stern, is the submerging machinery and two periscopes.

Aft of the submerging machinery were the submarine's two powerful Diesel oil engines which propel her on the surface.

Calls It Amazing Sight.

"I never saw such a mass of machinery in my life," said Dr. Travers. "It was an amazing sight and I doubt if it would mean much except to the engineer who designed it. There seemed to be 5,000 different pieces, an inexplicable tangle of burnished copper and glistening steel."

Captain Koenig told the doctor that while on the surface the noise of the machinery was almost deafening. When submerged, said the skipper, "she moves almost silently, and then we enjoy ourselves."

LOSS BY FLOODS FIFTEEN MILLION

TWO CAROLINAS, TWO VIRGINIAS AND TENNESSEE SUFFER FROM STORM.

15 DEAD; MANY MISSING

Houses, Bridges and Railway Tracks in Five States Washed Away Cotton Mills Suffer—Flood Waters Receding.

Asheville, N. C.—Fifteen persons dead, at least 10 missing and property damage estimated at around \$15,000,000 is the known toll of the floods which have raged in five southern states. The list of known dead:

Asheville 2, Biltmore 4, Alexander county 3, Marshall 3, Edna town-ship, N. C., 2, Radford, Va., 1. All but one of the dead were white.

The missing: Ten Southern Railway construction men, who went down with the Southern bridge near Charlotte.

Although the waters are receding in nearly all districts, railroad and telegraphic communication are demoralized, and reports from towns and villages now isolated may increase both the number of deaths and the property loss.

North Carolina, South Carolina, Virginia, Tennessee and West Virginia all suffered heavy damage from the overflowing streams, swollen by torrential rain which followed last week's hurricane as it swept inland from the coast, but the heaviest loss was in North Carolina, where 14 or 15 deaths are reported and where two-thirds of the material damage was done.

The property damage is summarized from the latest reports, as follows:

North Carolina.

Asheville.—Twenty-five industrial plants destroyed, including cotton and lumber mills, machine shops and coal and feed yards. Sixty residences in the lower part of the city washed away and 400 persons homeless, with 1,200 out of employment. Power and gas plants out of commission.

Charlotte.—One million cotton spindles idle as a result of floodwater plants. Street cars at a standstill and city in darkness.

Catawba County.—Cotton warehouse with 1,500 bales of cotton carried away. In this county, as well as in Iredell and Alexander, great damage was done to crops and small mills.

Biltmore.—Many persons driven from their homes and mills and crops in surrounding territory damaged.

Marshall.—Fifty-three homes destroyed.

Jonesville.—Many homes flooded. Hendersonville.—Two dams washed out, damage to mills and to crops in Henderson county.

Lexington.—Several lumber mills carried away, stock killed and crops destroyed.

Cleveland County.—Drove power dam near Shelby destroyed; crops in county damaged.

The flooded Yadkin river has destroyed all communication into Wilkes county.

At Elkin, a town of 2,000 population, \$200,000 damage was done. In the county the loss is estimated as high as \$3,000,000.

The Southern railway lost a bridge near Mount Holly, another near Rock Hill, another near Salisbury and another near Belmont. The Seaboard Air Line bridge just above Belmont is gone, as is the Piedmont & Northern electric line bridge nearby.

Tennessee.

Newport.—Partly inundated and many families forced from their homes.

Butler.—Virginia & Southern Railway bridge washed away.

Thousands of acres of corn and peanuts inundated between Chattanooga and Paducah, Ky., on Tennessee river, and much crop damage around Dandridge.

All railroads in Eastern Tennessee suffered heavily from washed out bridges and culverts.

Virginia.

Four Norfolk & Western bridges at Galax Branch, on Little Creek extension. Pepper bridge near Radford and another bridge near Pearisburg washed away. Damage in the Pearisburg district alone estimated at a million dollars.

The small town of Narrows is reported completely submerged.

South Carolina.

Crops badly damaged throughout Piedmont section and several railway bridges, including the Southern bridge at Alston, washed away.

Georgetown.—Warehouses and stores on water front and two lumber mills damaged. Seaboard Air Line tracks washed out for short distance.

West Virginia.

Crops damaged along Kanawha river and some damage to railways by wash-outs and bridges carried away.

British Steamer Hits Mine.

London.—Lloyd's announces that the British steamer Kara has been abandoned by her crew after striking a mine. The vessel was of 2,338 tons

HAS AN ARMY OF 8,000

Report Has It That Villa Is Marching To Chihuahua City—Lines of Communication Cut.

Chihuahua City.—All lines of communication from here southward have been cut off by Villa. Intense excitement prevails here. The bandit is believed to be on way to take the city. A train which started early on the morning of July 16 for Mexico City returned with the report that the railroad track north of Jimenez had been torn up for miles. Telegraph and telephone wires also have been cut.

Villa's action isolates Gen. Trevino's large force here and prevents reinforcements being sent to the small Carranzista garrisons at Parral and Torreon. The bandit is reported to have divided his forces, number 8,000 men. One division is marching on Torreon. The other will attack Parral.

Following the capture of these points, it is believed here, Villa will reunite his forces and march on Chihuahua City. His chief base now is at Cerro Gordo, south of Parral.

Pancho Villa has seemed to have taken a new lease on life and it is reported that he is moving with a substantial number of men toward the United States border line. It is said that Villa has stated his determination to become dictator of Mexico within the next 30 days.

ESTIMATES GIVEN SENATE

Declares Economic Loss To Nation From Typhoid and Malaria Enormous.

Washington.—Typhoid and malaria cause an economic loss of \$925,234,880 in the United States each year, according to estimates given the senate by Chairman Ransdell of the senate committee on public health, in an address on "Rural Health—America's First Duty."

"Over \$900,000,000 lost every year!" exclaimed the senator. "A sum which is sufficient to put our country into a state of preparedness equal to that of any nation in the world, enough money to give us the largest navy afloat and the most efficient army which the world has ever seen, is annually offered up as a sacrifice to two diseases which are entirely preventable. Enough money to pay the annual expenses of every college student in the United States is absolutely thrown away every year."

Senator Ransdell estimated the annual loss from typhoid fever at \$271,932,800 and from malaria at \$694,904,770.

By comparative estimates it was shown that the United States government appropriated \$5,016,175 for investigation and prevention of diseases of animal and plant life and only \$1,917,586 for investigation and prevention of diseases of man.

ALL ON HECTOR RESCUED

Four of the Crew Were Hurt When the Vessel Was Pounded by the Storm.

Charleston, S. C.—All of the 142 persons aboard the large naval collier Hector, which grounded and broke in two off Cape Roman, S. C., July 14, were brought here, but many of them were badly bruised and battered from their experiences, and four of the collier's crew were severely injured.

The terrific hurricane that swept the Carolina coast and wrecked the collier took no toll of life other than that of a negro here and another at Savannah.

VICTORY FOR VILLA BAND.

Believed the Carranza Force Was That Led by Gen. Domingo.

El Paso.—Villa achieved another overwhelming defeat of Carranzistas south of Parral July 13. It has been definitely learned. While details of the fight have been suppressed by Mexican censors, it is believed the Carranza force was that led by Gen. Domingo Arrieta and Gen. Mateas Ramos, numbering 2,000 troops, which had been dispatched to reinforce Gen. Ernesto Garcia after his defeat by Villa the day previous.

Signs Rural Credits Bill.

Washington.—President Wilson signed the rural credits bill passed recently by congress. A group of senators, representatives and officers of farmers' organizations applauded as Mr. Wilson affixed his signature.

Just before signing the measure, which creates a system of 12 land loan banks under direction of a federal board, the president made a short address, pointing out the benefits he believed both farmers and the investing community would enjoy under its operation.

Christian Endeavorers of South.

Atlanta.—Christian Endeavorers of the South met here in the first convention ever devoted exclusively to discussion of activities of work in the southern states. The convention is the outgrowth of the world convention at Chicago last year, when unsuccessful efforts were made to have recognized a southern union patterned after the Canadian union.

The convention, which began July 13 and continued through the following Sunday, is under the auspices of the World Christian Endeavor Union

HUGHES WILL NOT BE COMMISSIONED

GOVERNOR REFUSED COMMISSION, CLAIMING THAT HE IS NOT ELIGIBLE.

ANOTHER ELECTION ORDERED

First Tennessee Will Elect a Colonel on July 22—Other Officers Elected Are Given Credentials By Governor.

Nashville.—Gov. Rye refused to issue a commission to Capt. W. N. Hughes, Jr., U. S. A., who was elected on July 11 as colonel of the First Tennessee Infantry. In his letter to Col. Carey F. Spence, announcing that he had issued commissions to Lieut.-Col. W. L. Terry, Maj. V. H. Holmes and Maj. Geo. E. Hoppe, elected at the same time, Gov. Rye stated that under the law Capt. Hughes, a non-resident of the state of Tennessee, is not eligible to the position.

Adjt.-Gen. Charles B. Rogan, immediately upon notification of the governor's action, issued an order calling an election of colonel of the First Tennessee at 8 a. m. Saturday, July 22. The election will be held by Col. Carey F. Spence in the office of camp quartermaster.

CAVALRY TROOP FORMED.

Editor at Athens, Tenn., Wires That Boys Are Ready for Service.

Athens.—Ellsworth Wilson, editor of the Athens Post, who was authorized a few days ago by Adjt.-Gen. Rogan to organize a cavalry troop at Athens, has succeeded and has wired the authorities at Nashville that he had 65 men that had offered their services.

Athens is the first town in the state that has been successful in raising the required number of men since the organization of the new troops was authorized.

Mr. Wilson, who is a veteran of the Spanish-American war, will probably be made captain of the troop, and Henry Bayless and Marshall Keith, both of whom have had several years' service as lieutenants of Company I here, will be made lieutenants.

Mr. Wilson has also spent some years on the western plains and some time among the Indians, and is familiar with the lives and customs of the Mexican people.

TRAINS ANNULLED.

Several Towns in East Tennessee Are Threatened with Damage.

Knoxville.—Upper East Tennessee felt its first effects of the Carolina storm, when the Blue Ridge mountains let loose floods of water that put the streams and rivers on the rampage as they had not been in 30 years. Elizabethton and several other towns were threatened with serious damage, while various railroads suffered severe losses from washouts and slides that completely blocked traffic.

DRESDEN BOY KILLED.

Hubert McWherler Run Over by Train in Michigan.

Williamson, Mich.—A mania for jumping fast trains proved fatal here for Hubert McWherler, aged 13, son of D. A. McWherler, of Dresden, Tenn. The youth tried to board a Pere Marquette westbound freight, slipped, fell under the wheels and had both legs cut off. His death occurred at a hospital in Lansing three hours later.

RAILING GAVE WAY.

Chattanooga Child Fell Twenty Feet With Fatal Results.

Chattanooga.—Lucille Ferguson, aged six years, is dead and her sister Mary, aged three, is slightly injured as the result of a fall from a sleeping porch on the second floor of their home. The children of Dr. J. P. Ferguson, were playing on the sleeping porch when the railing gave way, letting them fall 20 feet to the ground.

SHE WINS \$2,500 PRIZE.

Miss Stone Has Not Decided How She Will Spend the Money.

Memphis.—When Miss Clara M. Stone, 678 Vance avenue, opened her morning mail, a check for \$2,500 fluttered out of a letter. The letter informed her that she had won first prize in a motion picture game contest of the Pictorial Review Company.

The answers submitted by Miss Stone won over 70,000 other sets, the publishing company announced.

To Get Phone Connection.

Trenton.—According to arrangements recently perfected at Kenton, the towns of Trenton, Dyer, Rutherford, Kenton and Union City will have telephone connection over the lines of the independent telephone companies on this route.

Garrett Defends Record.

Dresden.—Representative Finis J. Garrett arrived here from Washington and is making preparations to enter his campaign for re-nomination as promptly as possible.

TRAIN HITS BOUND MAN.

Both Feet Severed, Farmer Tells the Story of Being Held Up.

Tullahoma.—With his hands and feet tied with baling wire and his feet tied across the railroad track, Robert Ferrell, a Coffee county farmer, was run over on the Sparta branch of the N. C. & St. L. railroad just east of Summittville, in this county, and both feet severed. The engineer of the train did not see Ferrell lying on the track until it was too late to stop the train.

Ferrell states that he was met by an unknown man and held up at the point of a shotgun, after which his hands were tied together with the baling wire and his feet fastened in the same manner across the railroad track. He was unable to give a description of the man whom he claims committed the act.

Ferrell was placed on the train and the railroad physician at Summittville was secured. He was brought to Tullahoma, where Dr. J. A. Mitchell joined the party, and they carried the victim to a Nashville hospital.

TRI-STATE DRUG MEETING

The Tennessee Pharmacy Association Agrees to Plan—Big Meeting Next Year.

Memphis.—A tri-state meeting of druggists, which more than 1,500 pharmacists of Tennessee, Mississippi and Arkansas are expected to attend, was assured for Memphis in 1917 by the action of the Tennessee Pharmaceutical Association, in session at Monticello, Tenn., in agreeing to meet in Memphis next summer with the associations of Arkansas and Mississippi.

The pharmaceutical associations of the other two states had already agreed to the plan at their meetings earlier in the spring at Little Rock and Jackson.

NEGRO ELECTROCUTED.

Electric Chair Used for First Time When Julius Morgan Dies.

Nashville.—The electric chair at the state prison was used for the first time July 13, when Julius Morgan, a negro, convicted of criminal assault, committed near Dyersburg, was electrocuted. The negro confessed his guilt and met death with composure. He was convicted in Shelby county, being sent there to prevent violence threatened in Dyer county.

Criminal assault is the only crime for which the death penalty can be imposed in Tennessee since the recent passage of the Bowers anti-capital punishment law.

ROAD WORKING DAY.

West Tennesseans Urged To Prepare For Activity on July 27.

Union City.—W. G. Reynolds, chairman of the good roads committee of the West Tennessee League of Business Men's Clubs, says there are only a few more days to get ready for road working day, and requests that all prepare at once and make big preparations for the greatest road working day in the history of Tennessee.

Farmers' Investment Pays.

Huntingdon.—The Carroll County Farmers' Union has been conducting a general merchandise store here for the past 10 months with success. E. H. Dowdy, county president, has been general manager. A recent inventory of the business shows that the sales for the 10 months total \$38,720.26, and that the undivided profits after all expenses were paid amounted to \$2,085.14. A rebate fund was distributed among the customers, who were members of the Farmers' Union, the stockholders receiving a 16 per cent rebate on trade, and those not holding stock 8 per cent; \$1,722.09 was the amount distributed.

Tomato Growers Favored.

Humboldt.—Many growers in the tomato districts of Tennessee are now receiving the free daily market reports by mail from Humboldt, or are reading them in the columns of the daily and weekly papers. They find them very useful and interesting in watching and comparing the daily prices that Tennessee tomatoes are bringing in the big markets of the United States, alongside of those from other districts.

Bond Increased To \$20,000.

Knoxville.—G. Rush Strong was indicted by the grand jury for the murder of Sam Luttrell, Jr., and his bond was increased from \$10,000 to \$20,000. Men signed the bond whose combined wealth is not less than \$2,000,000.

Meeting on a prominent corner on the night of July 3, the two men began firing at each other. Eleven shots in all were fired, only one taking effect, that one causing the death of Luttrell four days later.

On To Dyersburg.

Jackson.—A large delegation from Jackson attended the fourth semi-annual convention of the West Tennessee Business Men's League held at Dyersburg, July 18-19. Good roads was the chief topic of discussion in preparation for the annual state good roads day on July 27.

Press Crowd To Jackson.

Jackson.—A meeting of the West Tennessee Press Association was scheduled for Jackson July 21, by Secretary John C. Rogers of Dyersburg.