

TRIP OF UNDERSEA CRAFT THRILLING

Story of Voyage of German U-Boat Across Ocean Out-rivals Fiction.

HOSTILE SHIPS ARE DODGED

Submarine, During Hazardous 3,800-Mile Run, Submerged Many Times to Escape Possible Attack From Enemy.

Baltimore, Md.—Pictures of adventure no less thrilling than those which fill the pages of Jules Verne's "Twenty Thousand Leagues Under the Sea," are called up by the amazing story of the trip of the German U-boat Deutschland across the Atlantic ocean—a voyage that has been pronounced the most daring in the history of the sea.

The story of the remarkable voyage made by this submarine—the first to cross the Atlantic ocean—through a maze of hostile warships, has been told simply by Capt. Paul Koenig, commander of the undersea craft.

Koenig was modest about it all. He had a few words of praise for his crew and none for himself. When he spoke of the fatherland his eyes sparkled and his whole body twitched with eagerness. When he talked of "just dropping down when he saw a destroyer" his voice was calm.

Would He Surrender?

Just once did he display real emotion. That was when toward the end of the interview this question was suddenly shot at him:

"Suppose on your way back, just as you left the Virginia capes, you saw a destroyer bearing mercilessly down upon you. Suppose there wasn't time to dodge, wasn't time to submerge, what would you do? Would you surrender?"

The undersea skipper's face turned a sudden red that looked queer under his thick weather tan. His hands clenched, his eyes flashed, then slowly each word painfully thought out, came the answer:

"Would I surrender? I—couldn't tell about that—positively I can't. I don't know—surrender? I think the moment would bring the decision. Yes, that moment would carry its own decision."

That was the spoken reply, but in every bit of the man's tone, in every set line of his face could be read the real answer—Capt. Paul Koenig has no intention that the Deutschland shall ever fall into enemy hands.

Fears No Enemy Warship.

And he has every confidence that he will take the Deutschland back to Bremen loaded with the rubber and nickel that the Fatherland so craves for its munition factories.

"Six, ten, a dozen, twenty cruisers outside will not stop us," he exclaimed. "We will go back; we will go back easy. And we will come again, and others will come and trade will go back and forth, and the British blockade—that will be a thing to laugh at."

"The future of the submarine has now been proved to be unlimited," he asserted. "There is practically no maximum to their capacity; their mechanism has been perfected; we have shown that they do anything any other ship can do, and more besides."

"About that I am positive. The coming of the Deutschland, 3,800 miles to America, and her arrival with a range of almost ten thousand miles left, with fuel and water and supplies and everything for that much travel still aboard, shows that you can go with a submarine simply where you want to go."

Koenig is a small man, ordinarily looking until he begins to talk, when his force and personality become at once apparent.

First Submarine Trip.

One of the first questions asked of him brought one of the most surprising replies of the interview. Requested to tell in detail of all the submarine experience he had before being selected to attempt the crossing, he replied quickly:

"But you see I have not had any. Of course we practiced after we went aboard. We practiced a great deal. Navigation I know. Submarines I think I know now."

"Was it fun? Sometimes, yes. Most it was fun in the English channel. There we lay ten hours on the bottom, snug and comfortable. Some of us slept and some of us read, and most of us listened to our graphophone playing a beautiful song from "Peer Gynt," while above us raged the destroyers and cruisers that would have thought us the very choicest of prey had they but known what lay hidden there below them. It was not a long ten hours. We drank a little champagne, and we ate and attended to the machinery."

"Once each day we submerged as a practice drill," he said, "and besides we submerged, as I remember, five times in the North sea, six in the English channel, and three or four in the open water."

"Yes," laughing heartily, "yes, each time there was a reason."

"The longest we actually stayed under was that ten hours in the English channel, but we could stay four days. At the end of that time our batteries would be exhausted, and we would have to rise and recharge them. During the entire trip we traveled a total of ninety miles under water."

"As far as the physical effect on the ship's company is concerned, we could remain forever. We can submerge fifty fathoms—three hundred feet—but as a matter of fact we never went nearly that deep, and probably never shall."

Liked the Submerging.

Those on the Deutschland besides himself were First Mate Krapuhl, Second Mate Gyring, Chief Engineer Kleis and a crew of 25 men. Kleis, he said, over and over again, was "the most important of all." Then he told how the crew spent the time.

"On board they busied themselves with the machinery, for practically all of them are mechanics. They played cards, and they had their singing and their sleeping and their sitting about, and the time passed."

"Best of all, they—all of us, in fact—liked the submerging. Unpleasant? Indeed it was not. It was just like sinking into a sort of blue nest. We open the portholes, and then through the glass we could see the fish and the formations of the sea, and always we listened, listened, listened."

"How do we listen? There are aboard two microphones, and with them we were able to hear the whistling of a buoy six miles off when we were under water. And just before we came up about thirty miles from the Virginia capes, we were able to hear the ringing of a bell buoy six miles from us."

"The screw of a ship we could hear quite plainly while it was yet a safe distance from us. More than hearing it, we could tell whether it was a cruiser or a destroyer. It was quite fascinating to listen so."

Details of the Trip.

Captain Koenig did not take the Deutschland around Scotland, as has been conjectured. He came straight through the Channel, he said.

"We left Bremerhaven at noon on June 14. We proceeded quietly to Helgoland; there we stayed four days. There were three reasons for that; No ship proceeds all the way after starting. It is too easy to calculate when she may be expected at some given place. So we lay in wait a while. Then, too, we wanted to train the men. During those four days we drilled and taught them hard, and when once more we proceeded we had a capable submarine crew."

"Again, we had to trim the cargo. That must always be done after a start is made. We must shift things about and stow them away. And everything needs to be tested. All worked nicely."

"We carried 180 tons of fuel oil. Of that we have 95 tons left—more than enough to take us back—and we shall not ship any more here. Then we carried many tons of oxygen and twenty tons of fresh water, of which we had ten left."

"The last time we submerged was as we were nearing the Virginia capes and we saw an American boat approaching. We thought it was a fruit boat so we just dipped under for the last time. The men were always glad when we did that—it made such smooth traveling. The Deutschland scarcely rolls at all under water."

"And that about completes the story of the voyage. We traveled, we saw ships and submerged, we traveled again on the surface and at last we arrived."

The Deutschland, built by the Krupp Germania works, cost \$500,000. This voyage will pay for her, he said.

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.

COURT DECIDES BOND ISSUE LEGAL

ST. LOUIS COUNTY FIRST TO ASK HIGH BODY TO PASS ON ROAD BONDS.

DENOMINATIONS CAUSE STIR

Must Not Be Used in Improving Any Road Through Any Incorporated Town—Piecemeal Issuance Also Set Aside.

Jefferson City.

The road bond election held in St. Louis County on February 15, last, at which two-thirds of the qualified voters of the county approved the issuance of \$3,000,000 in bonds for permanent road construction, was regular and valid in every particular. The \$520,000 in bonds which the county court attempted to issue and have registered by the state auditor are invalid because not issued in compliance with the terms of the statutes in the matter of denomination and calling in for payment.

This was the ruling of the supreme court in a decision by Judge Farris, in which Judges Walker, Blair, and Graves concurred. Judges Revelle, Woodson and Bond were absent and did not sit.

The opinion quashed the alternative writ issued against the state auditor to compel the registration of the bonds. The Jefferson county bonds failed for the same reason that the \$520,000 of the \$3,000,000 issue of the St. Louis county bonds were knocked out.

Briefly, the holding of the court is: That the elections of St. Louis and Jefferson counties for the issuance of bonds were regular and valid.

That the bonds attempted to be issued and offered for registration by the county courts of St. Louis and Jefferson counties are invalid for the following reasons:

1. Because the proposed method of issuance by months would tend to prolong the payment of the bonds over a period longer than twenty years for which they were voted.
2. Because the court did not comply with the statutes and issue half the amount in denominations of \$100 or less.
3. Because bonds issued as were the St. Louis and Jefferson county bonds, callable twenty years after a date fixed in the bonds, is in noncompliance with the statute, which requires that "all bonds shall contain a provision that they are payable within twenty years upon the call of the county."

All that is necessary for the St. Louis and Jefferson county courts to do under the decision of Judge Farris, to make the bonds good, is to follow the act of 1907, which requires one-half of the bonds to be issued in denominations of \$100 and that the bonds contain a provision for their redemption within twenty years upon the call of the county.

This will preclude piecemeal issuance by the county court.

Judge Farris holds expressly that none of the bond money may be used in the construction of roads or streets through incorporated towns in the county.

Government Crop Report.

A summary of the July crop report for the state of Missouri as compiled by the Bureau of Crop Estimates, U. S. Department of Agriculture is as follows:

- Corn—July 1, 203,000,000 bushels; last year, 209,450,000.
- All Wheat—July 1, 18,900,000 bushels; last year, 34,108,000.
- Oats—July 1, 39,300,000 bushels; last year, 31,850,000.
- Tobacco—July 1, 3,150,000 pounds; last year, 3,150,000.
- Potatoes—July 1, 7,780,000 bushels; last year, 8,820,000.
- Sweet Potatoes—July 1, 713,000 bushels; last year, 700,000.
- Hay—July 1 condition 93, compared with an 8-year average of 74.
- Pasture—July 1 condition 102, compared a 10-year average of 78.
- Apples—July 1, 4,110,000 barrels; last year, 6,287,000.
- Peaches—July 1, 1,470,000 bushels; last year, 3,300,000.
- Cotton—July 1 forecast, 72,000 bales; last year, 47,999.
- Prices—The first price given below is the average on July 1 of this year, and the second the average price on July 1 last year:
 - Wheat, 99c and \$1.02 per bushel;
 - Corn, 75 and 80. Oats, 44 and 51.
 - Potatoes, \$1.22 and 82. Hay, \$9.50 and \$13.60 per ton. Cotton, 11.1 and 8.0 per pound. Eggs, 18 and 15 per dozen.

Infant Scourge Bulletin.

Cleanliness, trapping and screening flies, prohibiting the children to play with domestic animals, saline gargle for the throat, and keeping the children away from all crowds, especially moving picture shows, are recommended by the state board of health in a letter to physicians and health officers of the state—to prevent infant paralysis. The letter is as follows:

"To physicians and local health officers throughout the state:

"As poliomyelitis is epidemic in New York City and isolated cases are appearing in a number of the states, all physicians and health officers are hereby requested by the state board of health to isolate each case of the disease as soon as ascertained and report the same to the state board of health immediately.

"This disease moves in a mysterious way, yet the virus is known to exist in the nose and throat of children, and animals as well and is communicable.

"It is, therefore, advised that every precaution be taken in the way of cleanliness. Due care should be taken in trapping and screening flies, and the premises should be kept scrupulously clean.

"Domestic animals are a source of danger and children should not be permitted to play with them during the summer months as 80 per cent of all cases are confined to the summer months and the disease is confined almost exclusively to children under 10 years of age.

"As the virus is found in the nose and throat, it is advised that saline gargles be used freely, even in the case of healthy children and grown people as well.

"It is also advised that children under 10 years of age be kept from picture shows during the summer months.

"By order of the state board of health. J. A. B. ADCOCK, M. D., "Secretary."

To Organize More Units.

Steps will be taken immediately by Adj. Gen. John B. O'Meara, under the direction of Gov. Major to form the following new units of the National Guard of Missouri:

Three companies of engineers; four battalions of infantry; one regiment of mountain artillery; one regiment of cavalry and one hospital corps.

The three companies of engineers will be organized first. It is expected that all of these will be formed in St. Louis or Kansas City. The first of the two cities having two companies ready to muster in will be given the preference.

When ready to be organized it is expected that the four battalions of infantry will be assembled in St. Louis and Kansas City for the medical examination. These battalions will not be formed into regiments, but will be reserved to recruit old regiments as deficiencies may arise.

Gen. O'Meara is in St. Louis looking after the organization of one of the companies of engineers.

Missouri Children.

Except in six counties, Missouri still deals with children who break the state laws just as if they were grown-up responsible adults. They are heard before the criminal courts, tried by a jury and punished. In six counties where there are juvenile courts, children who break the law are heard privately by a judge sitting especially for that purpose, without lawyers, juries or the appearance of a trial. Instead of punishing a child according to his offense, the court does whatever it can to help the boy or girl grow up to be a good citizen. The idea is one of reformation and protection. The Children's Code Commission, appointed by the governor, plans to extend this system to every county in the state. This commission may also recommend a law which will hold a parent responsible to a degree for the remissness of the child.

Kealey Made Colonel.

Governor Major has commissioned Phillip J. Kealey of Kansas City as colonel of the Third Regiment, National Guard, which was mustered into the service of the United States and is now at Laredo, Tex.

Kealey was elected colonel, to succeed Fred D. Lamb, but was disqualified temporarily by a physical disability due to appendicitis. He will join the regiment in twenty days. Kealey is manager of the Metropolitan Street Railway of Kansas City. Gov. Major commissioned Carl A. Martin as lieutenant colonel of the Third regiment.

To Allow Free Hand.

Governor Elliott W. Major manifests not the slightest interest in the outcome of the Democratic race for governor. Apparently his interest in things political has waned since the St. Louis convention. He declared he had no idea who would be nominated, and that he was paying no attention to the campaign. "My appointees are free to support whom they desire, and I propose to take no hand in the fight whatever."

Summer Luncheons in a jiffy
Let Libby's splendid chefs relieve you of hot-weather cooking. Stock the pantry shelf with



Libby's Sliced Dried Beef
and the other good summer meats—including Libby's Vienna Sausage—you'll find them fresh and appetizing.

Libby, McNeill & Libby, Chicago

Conversationalist.
"That man prides himself on being a conversationalist."
"Yes," replied Miss Cayenne. "He's never so happy as when he makes a string of people miss their trains while he monopolizes the bureau of information."

LIQUID BLUE?
No, Mr. Grocer, that's mostly water. Since the war started it's more nearly all water than ever. Give me Red Cross Ball Blue, that's a two-ounce package of real goodness. You should see my clothes. I just can't keep from smiling out loud.—Adv.

Invaluable Treasures Hidden.
It is reported now that valuable Belgian paintings have been rolled in cloth, inclosed in water-tight metal tubes and sunk in the Scheldt river. The Venus de Milo was hidden in a cellar in 1870 when the Germans entered Paris.

Wrong List Was Printed.
A corps leader being informed that certain decorations would be allotted to his command started his staff to compile a list of recommendations, which they dispatched, says a correspondent. When the Gazette appeared it contained none of the names sent in, but a selection of unknown heroes. Inquiry disclosed that a roll of conscientious objectors to inoculation had got into the wrong envelope.—London Globe.

Jimmy Up to Date.
Jimmy, an office boy in a downtown office, approached his boss one morning last week:
"If you please, sir."
"Well, Jimmy?"
"My grandmother, sir."
"Aha, your grandmother—go on, Jimmy."
"My grandmother and my mother—"
"What? And your mother, too? Both very ill, eh?"
"No, sir. My grandmother and my mother are going to the baseball game this afternoon and they wanted me to stay home and mind my little kid brudder."
Jimmy got that afternoon off.—Boston Traveler.

Adds a Healthful Zest to any Meal

Most everyone likes a hot table drink, but it must have a snappy taste and at the same time be healthful. Probably no beverage answers every requirement so completely as does

POSTUM

This famous pure food-drink, made of roasted wheat and a bit of wholesome molasses, affords a rich Java-like flavor, yet contains no harmful element.

The original Postum Cereal must be boiled; Instant Postum is made in the cup "quick as a wink," by adding hot water, and stirring.

Both forms of Postum have a delightful aroma and flavor, are healthful, and good for children and grown-ups.

"There's a Reason"
Sold by Grocers everywhere.