

BRITISH U-BOAT IN A CLEVER RUSE

Vessel, Disabled, Captures Mine-Laying Trawler and Sets a Trap.

SINKS 6 ENEMY DESTROYERS

Strews Sea With Score of Mines Then Calls Prussian Vessels in German Code and They Rush to Their Destruction.

New York.—How a British submarine, disabled and forced to come to the surface in Prussian waters in the North Sea, captured an enemy mine-layer and sank six Prussian destroyers was told in graphic language by an officer of a British vessel that arrived at an American port. According to the narrative the officer commanding the submarine forced the mine-layer to tow him out to sea and then, repairs being completed, sowed the sea with mines and in German code sent out a call by wireless that brought six Prussian destroyers down on them. Four of the destroyers struck mines and the remaining two were sunk by the submarine, which then made her way some in safety.

"We were cruising off the mouth of the Weser at night," the officer told a New York Herald reporter, "when something went wrong with our machinery and we came to a stop.

Setting the Trap.

"We had passed close by to several Prussian vessels earlier in the evening, but had not touched them, for ours was a mission of observation. So we considered that we would fall in with one very soon. Sure enough, in an hour's time we caught sight of a dark shape coming down and which would apparently run about of us if we kept on. Through the night glasses our lieutenant made her out to be a trawler. At once he decided on a desperate expedient. He sent off the boat's crew and six men, all the available men we had, in our collapsible boat, and as the trawler bore down on us he hailed her in German and reported himself as 'U-29,' with machinery disabled.

"It wasn't till she was right on top of us that she smelled a rat. Some one shouted out an alarm as her overhang struck us. And as the cry went up our collapsible, which had pulled around, bore down on her from the other side. The lieutenant and I went over the trawler's side and shot two of them before they rushed us, for our boat's crew had kept the remainder of the watch on deck busy.

"Once in possession of the deck it was easy to do for the engine-room force of three and the boat was ours. We made sure that there was no communication from the fore'side except by the locked hatch. Then the lieutenant ordered a 'U-29' mine-laying submarine and with her engine-room crew working like mad the rest of us on the trawler got under way. It was almost dawn before the engineer on the submarine hailed us and announced that

he had cleared away the broken stuff and replaced the rods.

"The lieutenant then cast loose from our submarine and the trawler made a wide semicircle, dropping overboard all the surface mines she had on board—20 of them. Then we sent a radio in German—the lieutenant had found the Hun's secret code book in the wheel-house—calling for help and announcing that the trawler had fallen in with a flotilla of fast British cruisers, evidently bent on a raiding expedition. With that we wrecked the wireless, abandoned the trawler with her crew still locked on the fore'side and submerged behind our barrier of mines.

Destroying the Destroyers.

"We didn't have long to wait. The dawn was just breaking when up from the east came four destroyers in column. We had hardly sighted them when they saw the trawler and spread out fanwise. As they shot into the mine field the leading destroyer went leaping out of the water with her bow torn off. The others sheered and the second and third, thus running up the mine trail, both struck, each one being

fairly torn to pieces. The fourth destroyer, her engines reversing at top speed and hauling her back on her haunches, took a pot shot at the trawler for luck, realizing that they had run into a trap. As she was firing we crept slowly up and let her have a torpedo amidships.

"The roar of the explosion had hardly died away when another detonation shook us and we found that two more destroyers had come up from the southward and had fallen afoul of the mines. The leading one was untouched, but the second had struck another mine. As the one remaining destroyer turned to run we made for her at an angle and got her. She went up with an appalling roar.

"We had no chance to breathe, however, for something dropped into the sea close by and exploded. Swinging our periscope upward we found three Taubes circling above us. We turned and cut for home, with the trio hanging over us for more than half an hour, dropping bombs all around us, and after running with the fear of death in our hearts for more than an hour we got within our cruising area and the Taubes were driven away by a couple of our own seaplanes.

"The lieutenant got the Victoria cross for his work and we all got the Military cross."

HAPPY TO BE ALLIES IN THE WAR



Jean Mitchell, private in the One Hundred and Twelfth regiment of the French army, reflecting the smile of a United States naval officer, both happy in the recognition of their respective nations in the upholding of justice and human rights. The French soldier is in this country on a four months' furlough and is spending part of that precious time in helping the United States army in its recruiting campaign.

AMERICA IN WAR MEANS FREE WORLD

Former Premier of Greece Says Democratic Nations Will Attain Peace Ideals.

CHANGE IN RUSSIA PLEASES

Attempt to Establish "Divine Right" in Greece "Doomed to Failure," Says Famous Statesman—Sympathies With Entente.

By ELEFTHERIOS VENIZELOS.

(President of the Greek Provisional Government.)

Salonica.—The change that has taken place in the Russian government has been hailed by the new Greece with sincere joy, because the abolition of despotism and the triumph of democratic principles in Russia proves in the most conclusive manner that the struggle now going on in the world is essentially a contest between democracy and autocracy.

The entrance into the war of the great American republic is the most emphatic confirmation possible of the nature of the world conflict. The struggle of the Greek liberal forces against King Constantine's clique has never been a fight between people favoring war and those who favor peace, but it is a struggle of democracy against autocracy. No party wished for a prolonged period of peace more than the Liberals, especially after the exhaustion resulting from the two recent Balkan wars.

Sympathies With the Entente.

Because of the democratic sentiments of the country, however, as well as on account of the bonds of gratitude and common interest existing between the powers that guaranteed Greek safety and constitution in the eastern Mediterranean, and also because of our alliance with Serbia, all our sympathies were from the beginning of the war with the entente powers. Moreover, we were firmly convinced that the developments of the great struggle would, sooner or later, make our intervention inevitable on account of our treaty with Serbia.

In this conviction we were strengthened after Turkey, which never recognized our sovereignty over the isles of the archipelago and which never ceased to proclaim plainly that she would go as far as a war declaration in order to take possession of them, had entered into the war on the side of the central powers.

There never was any doubt in our minds that the world war was our own war and that it was incumbent upon us to enter into it at the first opportunity.

Opposed to this policy was that of the king, who claimed that he should

maintain our neutrality until the moment Bulgaria attacked Serbia. Had this policy of the king been sincere it would have been entirely honorable. But, as events afterward demonstrated, his policy lacked sincerity. Under the veneer of patriotism that policy attempted to exploit the lassitude which seized Greece after the two Balkan wars.

But in reality his policy was due to a secret pact with Germany and had no other purpose than promoting the victory of Germany, because the triumph of Prussianism, in the king's opinion, was the only possible opportunity for him to impose on Greece an absolute monarchy.

We have proof of this. When Bulgaria attacked Serbia the crown immediately took a position conflicting with that of the majority of the new parliament, refusing to fulfill the obligations contracted by our alliance with Serbia, and thus opposing the will of the entire country as expressed through the recent election. The king told me at that time that he did not consider himself bound to abide by the wishes of the people. He said that whenever an important international matter came up for decision he reserved the right to impose upon the nation his personal viewpoint, claiming that he was responsible to God only.

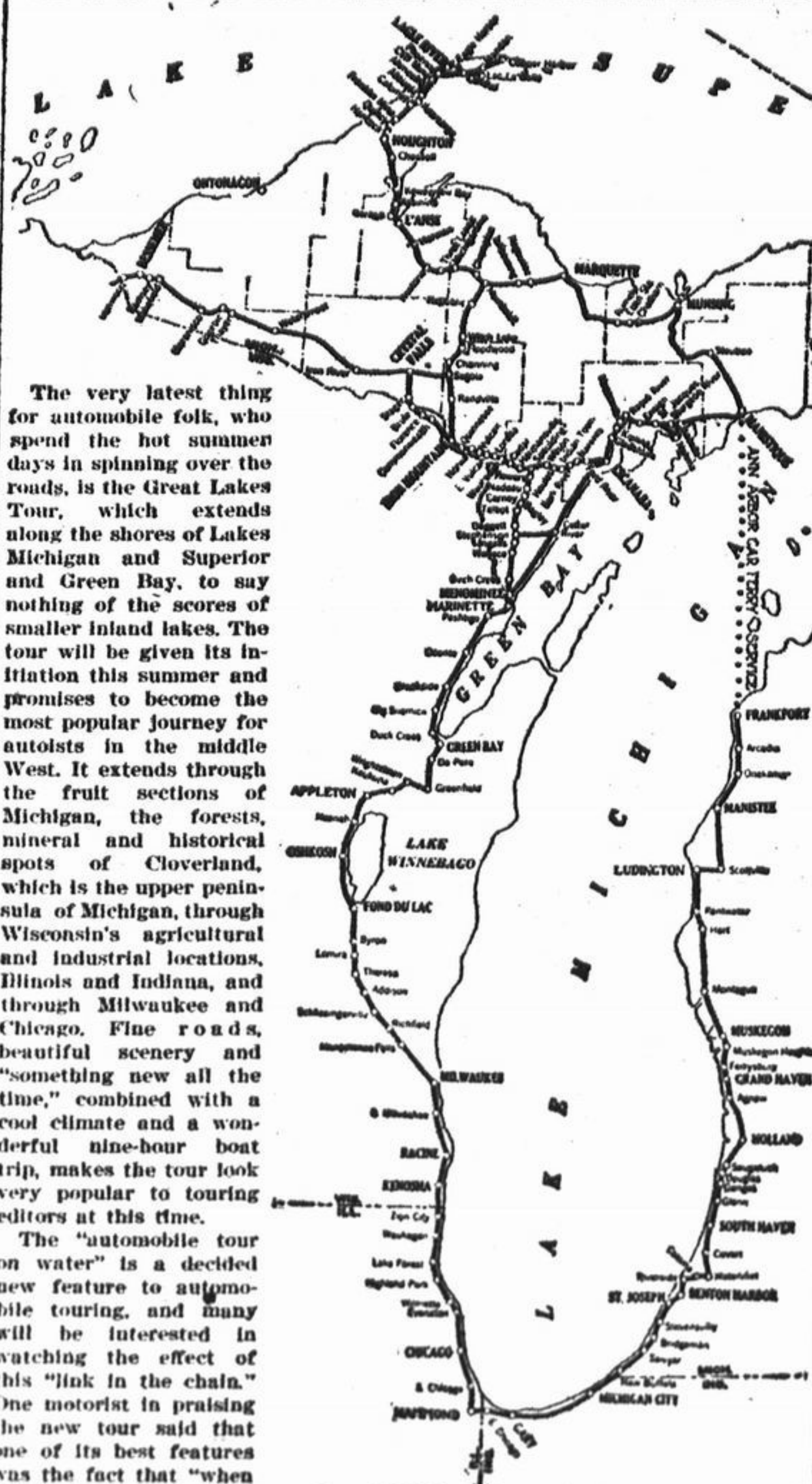
"Divine Right" Doomed to Failure.

It is quite obvious that such an attempt to establish in Greece the principle of monarchy by divine right is doomed to failure at a time when that very principle is abolished in Russia. Furthermore, the victory over Prussian absolutism and militarism, which will be more decisive and more complete now, owing to the immense material and moral resources thrown in the balance by the great American republic, will not only result in the miserable failure of the attempt made by King Constantine, but, we believe and hope, will also demolish in Germany, to its very foundations, the antiquated institution of autocracy, which is incompatible with modern civilization and with the ideals that gave birth to the great North American republic.

Allow me to add that the entrance of the United States into the war against the central powers and the noble words uttered by the president in congress make it certain for us that the peace that will follow the victory will give birth to a new political world, in which the right of self-government will be guaranteed to every people. The league of democratic nations will attain the ideal of universal peace and eradicate forever the destructive agency now ravaging humanity.

The melting point of ductile tungsten is higher than that of any other known metal and its tensile strength exceeds that of iron and nickel.

NEW GREAT LAKES AUTOMOBILE TOUR



The very latest thing for automobile folk, who spend the hot summer days in spinning over the roads, is the Great Lakes Tour, which extends along the shores of Lakes Michigan and Superior and Green Bay, to say nothing of the scores of smaller inland lakes. The tour will be given its initiation this summer and promises to become the most popular journey for motorists in the middle West. It extends through the fruit sections of Michigan, the forests, mineral and historical spots of Cloverland, which is the upper peninsula of Michigan, through Wisconsin's agricultural and industrial locations, Illinois and Indiana, and through Milwaukee and Chicago. Fine roads, beautiful scenery and "something new all the time," combined with a cool climate and a wonderful nine-hour boat trip, makes the tour look very popular to touring editors at this time.

The "automobile tour on water" is a decided new feature to automobile touring, and many will be interested in watching the effect of this "link in the chain." One motorist in praising the new tour said that one of its best features was the fact that "when you start out you're on the way home."

Lakes along which the tour runs for most of the way, the fine highway, the water trip and the scenic beauties are pointed to by those behind the project as being new and popular things. Good hotels are in abundance, but most of the tourists will be able to find accommodations at summer resorts which be deck every portion of the tour from the time one leaves until he returns to his starting point.

ERROR IN CLIMBING

Going Up Hills "On the High Gear" Is Bad Practice.

FOOLISH AND INJURIOUS IDEA

Veteran Wheelman Declares Every "Smart" Driver Puts Car Into Low Gear Before Motor Is Slowed Down by Heavy Load.

Add to the list of grievous errors of motoring the practice followed by many drivers of climbing all hills "on the high gear." This is one mistake of which pilots are guilty, simply because they seem to think there is some special merit in the avoidance of gear changing. On the contrary, it is a foolish idea and injurious to cars.

While all modern cars ascend almost all grades with ease on high, still there is a limit to the pulling power of the most powerful machines, and road conditions are inevitably encountered which make a change to the lower gear advisable as well as imperative.

Plan of "Smart" Driver.

One veteran wheelman, who has toured from coast to coast on several occasions, in discussing this feature of motoring recently, declared that every "smart" driver puts his car into a lower gear before its motor, with the throttle wide open, is slowed down by the heavy load to a point at which it operates. Otherwise he will injure its bearings and stress its parts unduly.

Four-cylinder low-speed motors indicate where this point is reached, he added, by running jerkily, with each individual explosion apparent to the operator, while motors with six or more cylinders give much less evidence of overloading, but still require the relief of a change to lower gear when their speeds become sufficiently reduced.

When slowed down under full throttle to their lowest operative speeds, all motors waste fuel inordinately. Incidentally, they run much more economically when permitted to speed up to a reasonable point by being thrown into lower gear.

Changing Gear.

Where the maintenance of car speed is an object the change from high to intermediate gear should be made when the speedometer has dropped to 15 miles per hour with full gas being supplied to the motor, for on the lower gear nearly double this speed can then be obtained. No exact rule as to when to change gears can be formulated to apply to all cars or conditions.

Many drivers let the speed fall to

eight or ten miles an hour before changing, and at this very low speed every explosion of a four-cylinder motor racks the bearings detrimentally. With motors of more cylinders the point of changing to a lower gear may safely be lower than the above, but time and fuel are both wasted under such conditions.

Blame Bad Carburetion.

Time was when the irregular action or failure to run on the part of a motor could be attributed in nine cases out of ten to faulty ignition. Improvement in ignition apparatus has, however, made such vast strides that this situation is changed, and bad carburetion is now to blame for a much larger proportion than formerly of the improper running of engines.

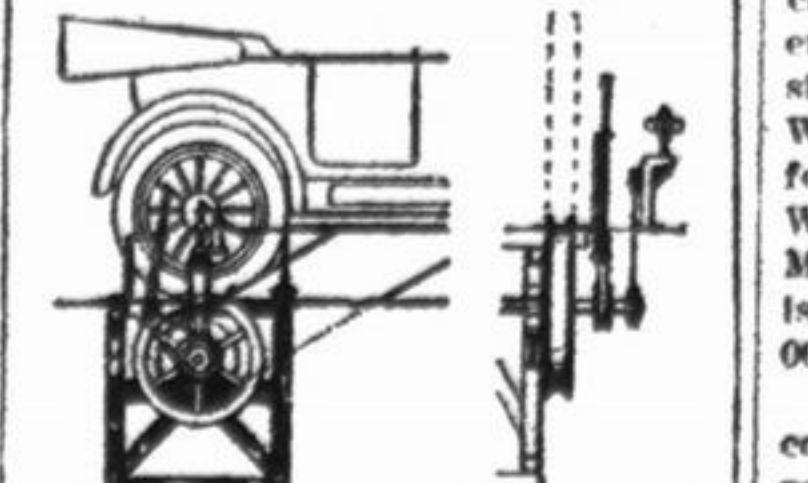
Fuel of low grade and adequate heating of the fuel mixture, rather than a lack of improvements in carburetors, are responsible for this condition. Still, ignition systems of modern cars do occasionally give trouble, and those of older cars bother much more frequently.

It matters little how badly a motor may miss, until it is thoroughly warmed up, or until it is known that the insulation of the spark plug ends is perfectly clean. Here the missing should not be attributed to faulty ignition, but to lack of vaporization of the gasoline, to uneven distribution of the mixture to the cylinders or to some similar cause.

GOOD JOBS FOR AUTOMOBILE

Power From Car Can Be Used for Threshing Grain, Sawing Wood, Pumping Water, Etc.

With this device, the power of an automobile can be used for threshing grain, sawing wood, pumping water, etc. The hind wheels rest on



Power Transmitter.

two grooved wheels and the power is taken from the axle of these wheels. The speed is kept constant by means of a centrifugal governor, connected by levers to the engine throttle.—Wisconsin Agriculturist.

Tire of Steel Wire.

Of German invention is a bicycle tire made of steel wire that is closely coiled.

Most Durable Tires.

Automobile tires made of color fiber are being experimented with in Australia to test their durability on the rough roads of that country. It is asserted that these tires are bullet, nail and glass proof.

Waterproof Robes.

Waterproof lap robes for automobile drivers which remain in place should a wearer have to leave a car and walk about have been invented in England.

Gasoline Adulteration.

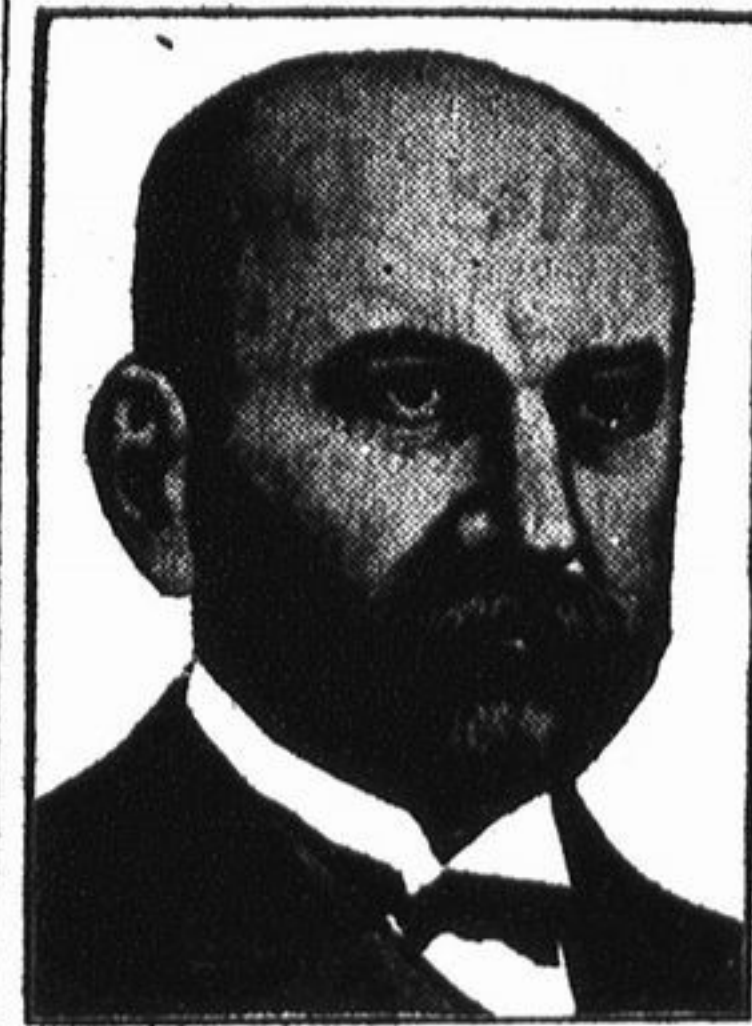
The Automobile club of Columbus, Ohio, is championing an ordinance which will compel all dealers in gasoline in that city to display in figures the specific gravity of the gasoline they have for sale.

Prevent Collisions.

To protect vehicles from being run into by automobiles at night an inventor has patented a prism that catches rays from lights and directs them through a pass of red glass.

WAGS WHO WALK BEFORE

PROTECTOR OF WILD LIFE



There is no more resolute or indefatigable defender of wild life than Doctor Hornaday. The conservation gun by him last fall to prevent imminent extermination.

grouse, other grouse, and states west of the Mississippi, ever met with gratifying success. Even legislatures out of session have heeded the warnings and appeals addressed to them by the Foreman of the Wild Life Protection fund, of which Doctor Hornaday is a trustee, to save their valuable upland game birds from total destruction. In five states, Iowa, Utah, Nevada, Idaho and New Mexico, the laws demanded have been passed, and in two others, Montana and Washington, measures for protection in part have been enacted.

In Iowa the friends of wild life, after a three months' battle with the organized hunters of the state, won a sweeping victory in the legislature in the enactment of a five-year close season for quail and prairie chicken. In Utah, Nevada, Idaho, and New Mexico the sage grouse gets a five-year close season, and in Ohio the quail has been placed in the list of song birds entitled to protection. These measures of conservation have been adopted since too soon. The sage grouse, which, except the wild turkey, is the largest and finest upland game bird of America, has many natural enemies. The automatic guns used by many hunters, the large bag limits allowed in most of the Western states, and the long and early open season, have wrought havoc.

STANCH FRIEND OF AMERICA

Brazil has two motives in determining her course toward Germany. The torpedoing by the German submarine of the Brazilian steamer Parana is one; a matured international policy is another. Brazil's diplomatic note, in response to Germany's notice of unrestricted submarine warfare, was sufficiently vigorous to indicate that the destruction of Brazilian vessels under such circumstances would be sufficient to cause the breaking off of diplomatic relations, with the probability of a state of war to follow.

In this respect the situation is exactly parallel to that of the United States. Brazil, in the torpedoing of the Parana, has the same reason that we have to regard Germany as making war upon her.

Brazil has the further motive for taking warlike action in that this is in pursuance of her settled policy in international affairs, which is to line up with the United States. This policy was determined on in a general way when Secretary Root made his visit to South America ten years ago. It has been affirmed repeatedly during President Wilson's administration. Minor considerations have not been allowed to stand in the way of accepting full fellowship with this country.

The Brazilian policy of lining up with the United States in international affairs was developed by Foreign Minister Branco, the great constructive Brazilian statesman of the present generation. Since his death his successors have adopted his views.

Dr. Lauro Mueller, Brazilian minister of foreign affairs, who has been a frequent visitor in Washington, and is especially sympathetic toward us, has taken every occasion to strengthen the good relations of the two countries.



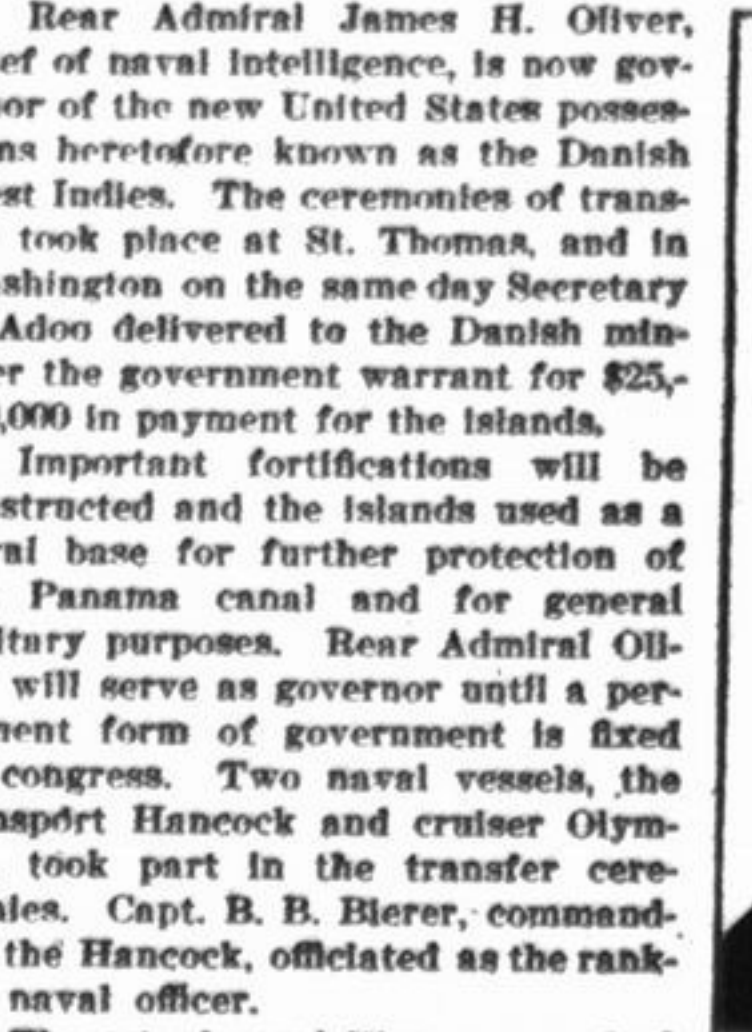
TAKES UP CENSOR'S DUTIES



Control of publicity in connection with the government's war activities has been placed by President Wilson in the hands of a committee of public information, whose task will be to safeguard secrets of value to the enemy and at the same time to see that all affairs of the nation are laid before the people as fully and frankly as possible. The committee named by the president is made up of Secretaries Lansing, Baker and Daniels, who recommended the step, with George Creel, a magazine writer, as civilian chairman. Announcement of its creation was made in this executive order made public at the White House:

"I hereby create a committee on public information, to be composed of the secretary of state, the secretary of war, the secretary of the navy, and a civilian, who shall be charged with the executive direction of the committee. "I appoint Mr. George Creel, the secretary of state, the secretary of war, and the secretary of the navy are authorized to detail an officer or officers to the work of the committee." Mr. Creel has accepted his post.

SAILOR GOVERNS ISLANDS



Rear Admiral James H. Oliver, chief of naval intelligence, is now governor of the new United States possessions heretofore known as the Danish West Indies. The ceremonies of transfer took place at St. Thomas, and in Washington on the same day Secretary McAdoo delivered to the Danish minister the government warrant for \$25,000,000 in payment for the islands.

Important fortifications will be constructed and the islands used as a naval base for further protection of the Panama canal and for general military purposes. Rear Admiral Oliver will serve as governor until a permanent form of government is fixed by congress. Two naval vessels, the transport Hancock and cruiser Olympia, took part in the transfer ceremonies. Capt. B. B. Bierer, commanding the Hancock, officiated as the ranking naval officer.

The actual acquisition was marked by the brief and formal memory of the lowering of the Danish flag, and the raising of the Stars and Stripes and firing of salutes by the two ships.

MUCH IN LITTLE

The tree pipit and white throat generally rise from their perch and flutter in the air while singing.

The hills of Palestine are rich in iron and the mines are still worked there, though in a very simple, crude manner.

School lunches are served at a nominal cost to elementary school children in 41 American cities, to 300,000, 100,000 German and 1,200,000 Italian.

In Switzerland there has been

vented an electrically operated in-the-slot machine for cleaning sides and noles of a person's shoes.

An Austrian count has been fined \$5,000 for having shot a wounded ally.

Switzerland has a law that prohibits the sale of any kind of alcoholic beverage to anyone who is under the age of 16.

SNAPS BIRDS FOR MOVIES



Norman McClintock of Pittsburgh, well-known naturalist and ornithologist, is shown here with his movie camera all set to photograph birds at close range. He pitches his tent near the nest and stays there for hours inside in all sorts of weather. To keep the click of the camera shutter from scaring his subjects, he installs a ticking metronome in the tent. The metronome, used wherever young hopefuls hang the piano, ticks so constantly that the birds soon pay no attention to it and its noise drowns the click of the camera.

WOMEN WITHOUT A NATION

British Take Note of Peculiar Marriage Entanglements Growing Out of War.

London.—"For Women Without a Nation" is the title of a committee just organized by the American Woman's club under the direction of Lady Lowther. The club, in connection with its work, has found that there are a large number of women in London who can

not claim the rights and protection of any state; they are citizens of no country.

An instance given by the club secretary is that of an Englishwoman who married a Belgian and went with him to the United States, where he lived long enough to lose his nationality. Neither took out naturalization papers, and they returned to Europe so that the husband could enter the Belgian army, in which he is now fighting.

"We have records of more than a hundred such cases," said the secretary.

The club has a committee to help stranded Americans, to educate American children, to maintain work shops where hospitals are supplied to the allies, and to manage a knitting factory for the aged.

Crawfish a Pest.

Jackson, Miss.—Crawfish are such a pest in certain sections of this state and Alabama that crops are sometimes destroyed in a night. In badly infested areas from 8,000 to 12,000 bushels have been found to be lost.

Waterproof robes for automobile drivers which remain in place should a wearer have to leave a car and walk about have been invented in England.