

GERMAN U-BOATS' ATTEMPT TO MINE MOUTH OF DELAWARE FOILED BY U. S. NAVAL AUXILIARIES

GERMANS MINED DELAWARE BAY

Sweepers Pick Up 8 and Explode Two Others by Rifle Fire

PRATT DUE HERE TODAY

From a Staff Correspondent

Lewes, Del., June 5. German submarines operating along the Atlantic coast have mined the waters adjacent to the mouth of the Delaware river, according to well authenticated reports received here.

Eight of the enemy's mines have been picked up at the mouth of the Delaware by American mine sweepers. Two others were exploded by rifle fire. Search for the mines was made late yesterday as a result of an examination of the hull of the Standard Oil Company tanker Herbert L. Pratt, sunk Monday off the Delaware Breakwater, which led to the belief that she had not been torpedoed.

Lewes slept more peacefully last night than at any time since last Saturday. The presence of one of the fastest destroyers of the American Navy, just inside the Breakwater here, has much to do with returning confidence and a feeling of safety.

Every movement of small craft inside the breakwater is made under the closest scrutiny of naval authorities here. Several motorboats which came over from Cape May late yesterday, were not permitted to return. Martial law, which had been in force at Cape May for the last twenty-four hours, was lifted this morning. It was said.

Pratt Due at Philadelphia Today

The Pratt has been raised and brought inside the Breakwater, almost twenty-four hours after having been sunk. She proceeded, this morning, for Philadelphia under her own steam. The survivors of the Carolina landed here by the British steamer Anselby were: Passengers, Belmont Von Jenney, New York; Gabriel N. Rineach, San Juan; James M. McCaffrey, New York; Andres Sanchez, San Juan; Jose Jose Emanuel, Guayama, P. R.; Jose B. Hlanes, Ponce, P. R., and William Virella and Enrique G. Puig, of San Juan.

Members of crew: Richards Lawrence, Emanuel N. Debenedetti, Thomas Yanga, Josef Venitez, Lorenzo Romaro, Trygve Weig, George Howard, steward, and Christian Nielsen, chief deck engineer.

All of these were in one lifeboat of which Nielsen was in charge. Nielsen particularly praised the conduct of Weig and Howard.

Upon their arrival here, bringing none of their belongings except the scanty clothing they wore, the survivors were taken in charge by officers from the naval station. Later they were given what was supplied by D. W. Burbage & Co., steamship agents of Lewes, who furnished their transportation to New York.

After they had told their version of the disaster to the naval authorities, most of the survivors were permitted to leave on an early afternoon train. This morning only Von Jenney and Nielsen, who were detained by the naval authorities, were still here.

Nielsen, who had his first experience on a torpedoed ship when the American steam tug Guilford was sunk May 1, 1915, told the story of the Carolina's destruction here today.

"At 6:30 o'clock Sunday night," he said, "the submarine came upon us unaware and fired three shells across our bow. We dove to the bottom and the U-boat signalled us to take to the lifeboats. We lost 15 minutes in obeying the order. We were then about 100 miles off Scotland Light Ship.

"Most of the passengers were at dinner at the time. There was an entire absence of panic; every man of the crew was at his station and in a very few minutes everybody had been taken off."

"By that time the U-boat had approached within 200 yards of us and we could see her plainly. She must have been 250 feet long and was flying the German flag and had guns mounted fore and aft."

"We had drawn away from the Carolina about a mile and a half when the submarine circled in close around the ship, apparently to make certain no one had been left on board; then she launched a torpedo, which struck the amidships. A few minutes later she fired seven shells into the steamer. We went down in the morning, in twenty minutes after the torpedo struck her."

"In a little while it was dark and rain began to fall; with the rising of the wind, the hawser by which we were towing No. 5 boat snapped. All the other boats had been lost sight of in the darkness; we never saw them again."

"We had been in the water with great difficulty, but a few minutes later the hawser broke again, and that was the last of her. There were thirty-five persons on board her, including Captain Barbour. I do not know whether he was among the thirty later picked up."

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NAVY SEEKS DANISH VESSEL THAT LEFT WITHOUT NOTICE

Naval authorities are conducting a vigorous search of the seas off the Delaware capes for a supposed Danish steamship, whose suspicious departure from Lewes had led to the belief that she may have aided the U-boat in their raid along the New Jersey coast.

Not more than one day before the first reports of German submarines were received a Danish vessel, outward bound from Philadelphia, stopped at the Breakwater after several shots had been fired across her bow by a submarine patrol boat. On her was an American pilot, who could not understand why she would not stop until the most drastic measures had been imposed by the harbor craft.

Early in the morning the Danish vessel, or as such she was camouflaged, put out to sea without notifying the naval station at Lewes. Since that time no vessel has reported sighting any such steamship. Because of her precipitate departure on the night of the first submarine alarm, naval officers are anxious to find her.

There is no doubt in the minds of naval men on the coast that the German raids are well-planned attacks which have been concerted with movements of supply ships and the information lines of the enemy U-boats. The pilot aboard the Danish vessel was put off after she left without permission. He was placed in a small boat and his clothes thrown in after him.

PHILADELPHIAN TELLS OF CAROLINA'S LOSS

Frank C. Meyers Arrives Home After Terrifying Experience

Worn out from exposure, one Philadelphia survivor of the Carolina is in his home this afternoon fearing pneumonia. When he landed in New York this morning, Frank C. Meyers, 740 North Sixty-third street, felt pain in his lungs. Arriving in Philadelphia, he told his mother and sisters of the sinking of the Carolina, of his night spent in an open boat at sea and of rescue by the Douglas.

Mohican Here; Nantucket Safe

Circled today when her safe arrival at a southern port was announced. The boat was due to land at Spruce street pier yesterday and it was feared that she had fallen a victim to the German sea raid.

The Nantucket was bound for Philadelphia from Jacksonville and Savannah with passengers and a valuable cargo. Her crew number thirty. It is believed the captain of the company, either the passengers or the crew will come to the city in the ship. The Nantucket is expected to be conveyed to the mouth of the Delaware.

The tanker Herbert L. Pratt was towed into the Delaware Breakwater and later put to sea again. One report said she was gone to Philadelphia; another that she was bound up the coast.

Huron and Mohawk Seek Haven

The Clyde liner Huron, which was only fifteen miles astern of the ill-fated Pratt when she was attacked, put into port yesterday to escape the U-boat menace. She was on her way from Jacksonville to New York, and ninety passengers were sent to their destination by train.

Another of the wrecked schooners was sighted by the officers of the Huron in the vicinity of Cape Henlopen lighthouse. The head was down and stern up. About thirty feet of the keel showed above the water. Whether these were the remains of the U-boat or not, Captain Packer said he was unable to ascertain. The wreck off the Virginia coast was reported to him before he sighted it.

Passengers Unaware of Peril The passengers of the Huron knew nothing of the presence of a submarine until landed at Pier 3 North Wharves. The first news of the presence of underwater was caught by the wireless operator when the Huron was north of Cape Hatteras. When nearing Cape Henlopen cannonading was heard and a flash of light seen, and it was decided to seek Philadelphia as a harbor of refuge and take no more chances.

One of the passengers on the vessel was arrested before he left the pier by agents of the Department of Justice, charged with impersonating a Federal officer. The prisoner, some of the passengers said, was demoted when he boarded the vessel at Jacksonville. Others said he lost his mind coming up the river when the first news of the submarine raid was told him.

Vessels Scurry Into Port Fear falling victims to the German submarines raiding the Atlantic coast brought not only the Huron, but also the Merchants and Miners' Line steamship Ontario, bound from Boston to Norfolk, scurrying into port. The Ontario had also been warned by wireless of the presence of the U-boats.

It was shortly after eight o'clock last night when the Ontario, carrying sixty passengers, poked her nose into the pier at Spruce street. All the passengers, and all the officers and crew of the liner, were jubilant that they had successfully eluded the Germans.

The Ontario, according to F. A. Corbett, of Boston, who, with his young wife, was the only passenger to land, left Boston Sunday morning. When well out to sea the following day warnings of the raiders were received by radio. The news soon spread through the ship and frightened most of the passengers, but there was no real panic, all hands soon taking it as an exciting incident of the trip.

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Navy Will Keep Open Ocean Road

To maintain the open road is militarily sound. It is a principle of strategy not to dissipate your energies, not to send your forces upon minor objectives, but to concentrate them where the war is to be won or lost, ignoring the petty annoyances which an enemy may inflict upon you elsewhere.

This is so good a rule that if these German raids fail to impair our lines of communication, fall to sink transports or food ships or supply ships on this side and bag only coastwise craft, and fall by doing this to throw us into a panic and make us forget what Mr. Daniels decides is the main end to be kept constantly in view, it is safe to predict that Germany will soon give up sending U-boats on the long voyage across the sea. The game will not be worth the candle.

It is probable, however, that in this case she will not stop until she has made more desperate effort to break our national instinct of self-preservation. She will be likely to raid and shell coast towns in order to throw people into a panic and make them demand that the Administration shall recall our ships and protect them, forgetting the maintenance of the open road. Germany is likely before long to make a present effort to beat bitterly our national fortitude and resolution and the courage of the Administration in adhering to sound military policy.

The Navy Department can and will do much to make our coast and our coastwise shipping safe while still maintaining the open road to Europe. The patrol may be increased, vessels may be armed. Convoys may be used to some extent, camouflaging may be employed. In fact all the devices may be resorted to which have been profitably used abroad. But in the main the requisite courage and patience on the part of the country and support of the Administration in its policy of first of all winning the war. For our coast is long and hard to protect when our main naval job is elsewhere.

Philadelphia Bride Didn't Fear U-Boats

"She was one of the bravest persons on the ship."

This an officer of the Merchants and Miners' Line Greecian described Mrs. Waldo Reinsner, this city. The Greecian has arrived in Boston from this port after dodging German submarines by the narrowest margin.

Mrs. Reinsner, before her marriage, May 26, was Miss Margaret O'Keefe, 1516 North Twenty-fifth street. Her husband is the son of Frank Reinsner, shoe merchant, with a store at 1305 Market street.

And then he uttered some words in Spanish which were not complimentary to the Kaiser.

Ylraere, who speaks English fairly well, was asked what he would do when he reached New York. He exclaimed with great feeling, "D—n those Germans. If I enlist very soon, be not surprised."

Brown, Gray, Black, White Custom-Made Shoes in Stock for Stout Women

STYLISH SHOES FOR STOUT WOMEN \$5, \$5.50 and up

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GRECIAN IS SAVED BY RADIO FLASH

Merchants and Miners' Steamship Arrives at Boston Without Mishap

RESCUES HASKELL CREW

From a Staff Correspondent

Boston, Mass., June 5. After pounding through seas where German submarines were raiding and sinking American ships, the Merchants and Miners' steamship Greecian, in command of Captain E. T. Page, of Philadelphia, arrived here this morning with all on board reported well and glad that the perilous journey has ended without mishap.

Captain Page told today how he picked up the launch containing Captain Davis and ten men of the Haskell when they were crawling toward the New Jersey shore with only a few drops of gasoline left in the tank. A rift in the early morning mist made it possible for those on the Greecian to catch sight of the signal for help from the men in the launch were waving.

Soon after leaving port Captain Page received radio warnings of the proximity of enemy submarines and took a course close to the coast so as to be as far to the westward of the scene of disaster as possible.

Saved by Wireless It is undoubtedly due to this wireless warning that the ship and her company owe their safety. The motor lifeboat from the Haskell had covered a distance of about fifty miles when it was sighted by the officers on watch aboard the Greecian.

The weather was calm and the sea smooth, but there had been a heavy thunder shower during the night, and the survivors in the launch were soaked to the skin.

The first thing that Captain Davis, a typical Yankee, and game to the core, asked for from the Greecian was a supply of gasoline to enable him to continue the trip to shore in the launch.

When he was informed by the Greecian's captain that there was no gasoline on the ship, Captain Davis asked to be taken to the vicinity of New York, but upon being told the Greecian was bound for another port on the Atlantic coast, declared this would do just as well.

The launch was hoisted on the ship's davits clear of the water and the Greecian

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Year Book of interesting and instructive facts sent on request. Address Swift & Company, Union Stock Yards, Chicago, Illinois

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