

Two From Here Taken Off S-5

Continued from Page One

The story of the rescue is told graphically in radio messages received at the Philadelphia Navy Yard during the early hours of this morning.

"1:38 a. m. From the U. S. S. Goethals. First man had been rescued at 1:20."

"3:12 a. m. All men of the submarine now on the S. S. Alanthus. Captain came last. Men in pretty bad shape, but all recovering. None injured."

"4:58 a. m. Submarine partly flooded making a crash dive; latitude 38:30 north, longitude, 74:02 west. All safe. Request relatives and press be notified. S-5 at inclination of 60 degrees down by her bow. Is now secured to the S. S. Alanthus, being towed to the Delaware Breakwater. Boat can be salvaged. Crew and officer still on board the Alanthus."

Another dispatch received at the Philadelphia navy yard from the Alanthus read as follows:

Nose Rests on Ocean Bed

"S-5 secured to S. S. Alanthus. Fifteen feet of stern above water. Probably slight negative buoyancy. Nose of boat on bottom. U. S. S. vessels present: Brozos, Overton, Billingsly, Putnam and William B. Preston. Proposed towing S-5 toward Delaware Capes. S. S. Alanthus and Brozos to take towing if Alanthus fails. Recommend service of salvage company be immediately obtained to render assistance off the Delaware Capes." The message is signed, "Alanthus."

Although the S-5 made its fatal "crash dive" Wednesday morning, no word was received of her plight until 6 o'clock last evening. Then a dispatch from the transport General Goethals, received at Cape May, was relayed to Admiral Hughes, commandant at the navy yard here.

Was on Maiden Voyage

The S-5 put out from Boston harbor Monday morning, on her maiden voyage. The swift and powerful craft, 200 feet long, had just been turned over by her builders, the Bethlehem Shipbuilding Corporation at Fore River, Mass.

The submarine, groomed and tuned to perfection, was on a recruiting expedition, with stops planned at Atlantic ports. She was to take part in some sea maneuvers on the way, and end her first sea trip at Baltimore. In command was Lieutenant Commander Charles M. Cooke, Jr., Arkansas.

The voyage was uneventful until Wednesday morning. Then, in latitude 38:30 north and longitude 74:02 west, about fifty-five miles off Cape Henlopen, came disaster. The S-5 had attempted a "crash dive," a swift descent into the depths of the sea such as a submarine must resort to frequently under actual war conditions. Something went wrong—what it was has not yet been revealed. The submarine became partly flooded and the machinery refused to work.

The S-5 had traveled without escort. The men were trapped. The emergency had come which every man who goes to sea in a submarine secretly dreads and tries not to think about. The five officers, all of them experts in submarine work, used every resource in their effort to start once more the electrically driven engines which are used to propel submarines when they are submerged.

The crew, seasoned like their officers in submarine work, kept admirably cool, working with quiet energy to carry out the various expedients, tried and abandoned, to float the vessel.

Long Wait for Life or Death

As the first few minutes of feverish effort passed without fruit, officers and crew steadied down to what they hoped against hope might be a successful attempt to clear the jammed machinery and get the submarine to the surface once more before the precious supply of air became exhausted. As the hours passed it became evident to the most sanguine that rescue would have to come from outside.

A slender cable attached to a buoy held all the hopes of the forty-two men on the disabled submarine. It was a device invented during the war, and never tested under conditions where its success or failure meant life or death to men trapped beneath the sea. The buoy is carried on the deck of American submarines, with a device to release it from within the vessel. It is for use in just such emergencies. A submarine when it finds itself crippled, releases the buoy, which rises to the surface. It is equipped with an electric siren, which can be kept going by the power of the submarine's batteries. With this horn Morse messages asking for help can be spelled out.

Buyer Held Fate of Forty-two

One of Commander Cooke's first acts when the submarine struck the ocean bottom was to release this buoy. As the hours passed the siren from time to time sent out its hoarse appeals for help. A heavy sea was running and if any small fishing craft passed during the thirty-five long hours of waiting, the bobbing buoy was unseen in the tumbling seas, and the sound of the horn lost in the rush of the winds.

The long hours of Wednesday dragged on leaden feet to the imprisoned men. Night came, and likewise passed, the men getting what snatches of sleep they could in their cramped quarters, worried by the cold that is one of the worst hardships of long hours beneath the surface. Then the chronometers showed that it was Thursday morning, though day and night were as one to the men in the semidarkness of the submarine, where it was necessary to conserve the current stored in the batteries. All

night the men on watch had kept the alarm buoy shrieking, but never a word of response from the waters that pressed down on the S-5.

Transport Sees Buoy

It was late yesterday afternoon that the U. S. army transport General Goethals, coasting along off Henlopen, passed close to the spot where the S-5 lay buried under the sea. The lookout on the bridge of the Goethals, sweeping the ocean with his binoculars, picked up and reported the buoy. The transport's commander, mystified by a buoy which was not on his charts, decided to investigate. A boat was lowered and soon was alongside the iron sphere. The siren could be heard, and the dock officer in charge of the boat knew instantly that at the other end of the cable to the buoy was attached were men held prisoners and perhaps near death. It was the work of a few minutes to range alongside and secure the buoy, then to cut into the cable and establish communication with the men aboard.

"The submarine S-5 has been submerged for thirty-five hours," came the message from Commander Cook. "All running short. Machinery is damaged. Send for help."

Wireless Help Calls

From the powerful wireless apparatus of the Goethals sped a call for help. The General Goethals herself could do little, as she was not equipped either to raise the S-5 or, having raised her, to cut a way into the imprisoned men. So she stood by, and flashed wireless calls to ships at sea and government stations on the land.

In the wide circle of that radio call ships caught the message and relayed on, those which were near enough to help turning their noses toward the spot where the S-5 was reported submerged. The big wireless station at Cape May picked up the message and flashed it to the Philadelphia Navy Yard. It was relayed to every government station along the Atlantic seaboard. It was picked up by an amateur operator as far north as Farmington, Conn.

It was late when the message was received, but not an instant was lost in sending help out in all directions. Admiral Hughes, commandant of the Philadelphia Navy Yard, flashed back this message:

"Request information if acetylene burners can be used for cutting steel hull."

The General Goethals replied: "Exact condition not known, but it appears both acetylene burners and steel cutters without acetylene can be used."

Meanwhile the Alanthus, out of Boston August 31 for Newport News, had arrived on the scene, and, with the Goethals, stood by to give assistance.

Though nothing could be done in the way of rescue until tools arrived, the two ships standing by kept up communication with the imprisoned men. The officers and crew of the S-5, relieved of the most pressing weight of their anxiety by the arrival of the transport and freighter, were in good spirits and hopeful of early safety.

Call Made For More Air

Then came a brief disturbing message from the submarine:

"We must have more air."

The brevity of the appeal made it only too evident that the men were exhausted, some of them perhaps almost helpless. The stern of the submarine was not far below the surface, and a desperate effort was made to raise it sufficiently above the sea to get air in to the imprisoned men.

Cables with powerful grappling hooks were lowered from the derricks of the Goethals, and one of these caught in the running gear at the S-5's stern. Slowly, so that no sudden strain would carry the running gear away, the stern was hoisted until its black bulk broke the water. Other cables were passed round the stern by the Alanthus, and made secure.

Through the jutting stern a hole was drilled and an air hose inserted. The revivifying flow of fresh air immediately raised the spirits of the men on the submarine, and revived those who had begun to lose strength and even consciousness from the loss of air.

Meanwhile rescue ships had been dispatched from every direction. From the Philadelphia Navy Yard rushed the destroyer O'Brien, the destroyer destroyer, carrying acetylene torches and other wrecking gear. The destroyer Preston and Breckinridge raced from Norfolk, Va., to the spot where the disabled submarine lay drifting. From New York went the destroyer McDougall, the repair ship Bridgeport and the sea-going tug Algema.

Boyed Up By Rescue Hope

The second night of their imprisonment was a justly earned one. The men were weary of the officers and men were nearing the point of exhaustion. Only the knowledge that release was being worked for through the derelict kept their spirits from sinking utterly.

As the ships rolled in the sea, the noise of the steel plates of the Alanthus, grating against the sides of the wrecked submarine, put the men to sleep with a sound through the thin shell of the S-5.

The bow of the submarine scraped and bumped on the ocean floor as the vessels tossed. The men had climbed the steel hull of the ship's sides, to get as near as they could to the life-giving flow of fresh air that was steadily pumped in through the heavy, mailed air-hose that had been thrust through the hole drilled in the deckplates of the submarine near the stern. With the submarine listed at sixty degree living was at the maximum of discomfort, apart from all the ordinary inconveniences of life on a submarine.

Meanwhile the rescue ships were converging on the stricken vessel. Speediest of all was the Overton, the big destroyer sent from the Philadelphia Navy Yard, carrying tanks of oxygen-acetylene gas and burning torches, with experts to manipulate them.

It was 10 o'clock last night when the Overton cast off her head-lights and nosed out into the night, a pilot aboard to tool her through the darkness and past the dangerous ledges of the lower Delaware. As the river widened the oil fires under the boilers roared and the long slim destroyer led a boiling wake as she gained speed, rushing for the Capes and the open sea. Midnight passed and the Overton held steadily on the course laid out on the navigating charts as soon as the position of the S-5 was learned, at length made out by the flashing lights of the Goethals and Alanthus. As the Overton approached a cheer broke from the crew of merchant ship and transport, and carried its plain message of help to the men of the imprisoned men in the submarine.

In the strong glare of searchlights

the Overton made fast and began the difficult work of bracing the sides of the submarine. As the burning gear was carried to the slippery deck of the S-5 the searchlights of other units of the destroyer fleet, roaring up with flaming funnels, picked up the three ships grouped near the wreck of the submarine.

Slowly the white flame of the acetylene torch, which cuts through steel as a knife cuts soft cheese, marked a broadening circle on one of the deckplates of the S-5. It was a matter of minutes before the men at work on the sloping deck of the submarine were able to pry up the ring of steel they had cut with their torch, as one would pry open the cut out top of a huge can.

The moment was too tragic for cheering as the first of the rescuers dropped into the S-5. But there was a rejoicing roar as one of the crew of the submarine, almost too exhausted to stand, was helped out onto the hatch deck which had been cut in the submarine, and hoisted up the deck of the Alanthus.

It was just 1:20 o'clock this morning when the first of the crew was hoisted out of the S-5. A pilot aboard to tool her through the darkness and past the dangerous ledges of the lower Delaware. As the river widened the oil fires under the boilers roared and the long slim destroyer led a boiling wake as she gained speed, rushing for the Capes and the open sea. Midnight passed and the Overton held steadily on the course laid out on the navigating charts as soon as the position of the S-5 was learned, at length made out by the flashing lights of the Goethals and Alanthus. As the Overton approached a cheer broke from the crew of merchant ship and transport, and carried its plain message of help to the men of the imprisoned men in the submarine.

Men Given Hot Coffee

The men were given coffee, wrapped in blankets, and out in the bunks of the officers and crew of the Alanthus. Then the breach in the S-5's side was closed again, to keep her dry and buoyant while the attempt was made to salvage her.

The Alanthus already had a steel cable around the submarine. The cables were passed and made secure, and when dawn broke the first attempt was made to move the submarine. The fact that the vessel had partly filled her submerged tanks with the loss of the General Goethals was a serious accident, and therefore had little buoyancy, made it impossible for even the powerful freight steamer to move her.

The big battleship Ohio meanwhile had come up and Captain Halligan, her commander, had taken charge of the operations. The sea all round was so calm that the ship's deck was almost level and had raged up from every point of the compass during the night.

Early today it was decided to transfer the men from the Alanthus to the Ohio, as the freighter could do nothing further and her captain was eager to be away on his own journey.

The officers and crew of the S-5 were transferred to the battleship. By this time with welcome sleep and revivifying food, they were all far on the way to recovery from their adventure.

The great cables holding the S-5 to the Alanthus were slackened off after the Ohio had bent a cable round the sub-

marine, and the freighter proceeded on her way, leaving the Ohio in charge.

Captain Halligan, though determined to try to tow the S-5 into shallow water, and if possible, in through the Delaware capes, feared that this might be impossible, and requested that wrecking pontoons be sent as soon as possible. These will be submerged under the sides of the submarine, shrouded there, then the water pumped out of them, so that their buoyancy will raise the sunken submarine to an even keel and make it possible to tow her to port.

The pontoons probably will be sent by one of the New York wrecking companies, and it will take about ten hours for them to reach the scene of the disaster.

There have been comparatively few peacetime submarine accidents within recent years, although prior to the war more than 200 lives were lost as a result of mishaps to undersea boats of the great naval powers.

The most serious accident to an American submarine was the loss of the F-4, at Honolulu, in March, 1915, with a crew of twenty-one men. An official inquiry into that accident revealed that it was caused by a leak resulting from a corroded battery lining. The boat went to the bottom during maneuvers and was not found until two days later. She was finally raised with the aid of pontoons.

Four men were killed and ten injured by an explosion inside the E-2 in an explosion on the Brooklyn Navy Yard, in January, 1916.

Five men were killed and three injured in an explosion on the A-17, at Cavite, Philippine Islands, in July, 1917.

Three men were drowned in July, 1919, when the obsolete G-2 sank without warning while conducting depth bomb experiments near Pleasure Beach, Conn.

The commander and three members of the crew of the E-1 lost their lives when the craft went aground on Redondo Point, near the entrance to Magdalena Bay, Lower California, on March 15 of this year.

The General Goethals was on the regular steamship lane from Panama to New York when it caught the alarm.

K. C. AT COLUMBUS'S HOME

Knights Make Pilgrimage to Birthplace of Their Patron at Genoa

Genoa, Sept. 3.—The American Knights of Columbus visited yesterday the city of the birth of their patron, Christopher Columbus, and deposited a massive wreath at the foot of the statue of Columbus. The mayor of the city declared a civic holiday.

The knights visited the home of Columbus and were followed everywhere by cheering crowds. In the afternoon General Massone, mayor of Genoa, and the American consul, James J. Murphy, Jr., gave a reception at the city hall.

Gathered around the statue the knights sang the "Star Spangled Banner." Supreme Knight Fishery raised the flag blessed by the pope at Rome. The knights will leave Genoa for Nice today. From Nice they will make a pilgrimage to Lourdes, returning to Paris on September 7.

N. Y. PAINTERS GET \$10 DAY

Eight-Hour Day and Five-Day Week Also Granted

New York, Sept. 3.—The triple strike of painters, plumbers and moving men was not as widespread as had been expected. More than half of the 15,000 painters, paperhangers and decorators, according to union leaders, won their demands for \$10 a day, an increase of \$1 a day,

an eight-hour day and a five-day week. About 7000 in the trades quit work, they said.

Many employers of plumbers, union leaders said, had granted demands for \$9 a day, a forty-four-hour week and curtailment of overtime labor, consequently few of those who had threatened to strike did so yesterday.

Striking men announced that 100 independent moving men and storage men had signed contracts with the teamsters' union agreeing to an eight-hour day and \$5 a week increase.

FLOUTS PRO-COX WHIPHAND

Labor Leader Turns Against Democratic Plea of Gompers

New York, Sept. 3.—Asserting that labor could not be swung into the Cox camp by "camouflaged Democrats," John Potts, vice president of the International Brotherhood of Carpenters and Joiners, has revolted against the effort of Samuel Gompers, president of the American Federation of Labor, to swing organized labor to support the Democratic presidential ticket.

Mr. Potts branded the Gompers statement as "aburdly unfair" and then said:

"He indicts the Republican platform for denying the right to strike against the government. But what does the Democratic platform state on the same subject? With regard to government service we hold distinctly that the rights of the people are paramount to the right to strike."

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WOULD DROP GERMAN

Mennonite Theologian's Paper Favors Change to English

Perkasie Park, Pa., Sept. 3.—Although he is a native-born German and entered the early years of his career in Germany and is a teacher of German in theological schools of Berks, Neb., the Rev. J. K. Penner, a recognized Mennonite teacher and theologian, in a paper read at the General Mennonite conference yesterday, questioned the wisdom of retaining the German language in the Mennonite religious service.

The paper was written by the Rev. J. K. Penner and was read by the Rev. Franz Albrecht, of Kansas. The Rev. Penner advised the logical procedure now would be to conduct the service in both the German and English languages. Although he predicts the German tongue will be abolished altogether as a regular service form, he says at the present time there are members of Mennonite congregations who do not fully understand a service in English, and that members of the rising generation, although they are for the most part familiar with the German tongue, can understand a service only when conducted in English.

The general conference today approved a proposal to increase activity among the young people of the Mennonite faith and to standardize Mennonite Sunday schools. The most active worker in that movement is the

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