

From Uptown Merchants Come Messages

SCHWAB TO BUILD VESSELS; BUYS BIG CALIFORNIA YARD

Special to the Telegraph

South Bethlehem, Pa., Feb. 4.—That Charles M. Schwab expects to enter the shipbuilding industry on an extensive scale—though war vessels will not be built—became known yesterday when it was announced that he had just acquired the United Engineering Works, at Alameda, Cal., across the bay from his Union Iron Works. The purchase price is said to have been considerable more than \$1,000,000.

Three ships, where the largest merchant vessels can be built, are to be constructed.

DANUBE RETURNS TO PEACEFUL AIR

Fields and Hillides Again Being Cultivated by Huns

FISHING FOR MINES

Hazardous Occupation Is Indulged in by Serbian Monitors

(Correspondence of Associated Press.)

Semlin, Austria-Hungary, Nov. 15.—A month ago the scene of fierce combat between the armies of Austria-Hungary and Germany on one side, and Serbia on the other, the Danube has now returned to more peaceful aspects. Were it not for the partly ruined towns and villages on its Serbian bank, four military pontoon bridges, and boats and barges loaded with troops and army materials, all traces of the struggle would be lacking in the Danube landscape.

Along the Hungarian bank men plough broad and fertile acres in the plains, and where the hills and mountains come close to the water hundreds of women and children gather grapes, the harvesting of which was retarded by the military operations. An occasional smoking stack brightens the impression that life along the Hungarian shore is again normal, though the masses of soldiers in the streets and along the river jetties indicate that the region is still in the base zone in rear of a large army.

The Associated Press correspondent made the trip up the Danube from Lom Palanka, Bulgaria, to Orsova, Hungary, aboard the Austrian monitor Sava, a craft into which all the fruits of experience in Danube warfare during the last year have been embodied. For a boat of her tonnage the Sava, as also her sister ship, the Temes, must be looked upon as a remarkable example of how much heavy and light artillery can be crammed into small space. Her main battery would do credit to a small cruiser, while a speed of from 22 to 25 knots makes the Sava class an enemy to be respected.

On Board a Monitor

The monitor left Lom Palanka at 5.30 a. m. Driving sheets of rain and a cold wind drove everybody into the ship's cubby-hole of a mess room. Hot tea and rum helped to cheer those whom a long walk through Lom Palanka's muddy streets and finally a tight-rope performance on the timbers of an uncompleted jetty had robbed of good humor. The officers and men of the Austrian Danube fleet have all seen service in the navy, and being a genuine seafarer and a light-hearted Austrian to boot, the commander of the Sava explained to the passenger that in addition to having run the risk of slipping from a wet string-piece of the jetty into the deep, muddy water of the "blue" Danube, he might, during the course of the day, sail skyward, impelled by a Russian mine.

"We have so far fished up over five hundred mines," he said. "We have reason to believe that there are another three hundred in the river, but the heavy rains which have made life in Serbia for our troops one long round of bad language, have also caused the river to go up about four feet. The Sava draws a little over four feet and the mines generally lie from two to four feet under the normal water level. So we are fairly safe."

"It would be interesting to know how the Russians hoped to get those mines out of the way in case they had to do the job," continued the commander. "The worst type of them all, also of Russian manufacture, remains alive, ready to go off at the slightest touch, so long as you exert the slightest pull on the ring by which it is moored. At the same time the mine cannot be brought out of its horizontal, or floating position, without its electric contact arrangement becoming alive. Then, off she goes. The only way of getting rid of these mines is to shoot them. Probably that is how the Russians intended to get rid of them afterwards. If they did they overlooked the fact that the mine has first to be found and that in dragging for it you are bound to upset it suffi-

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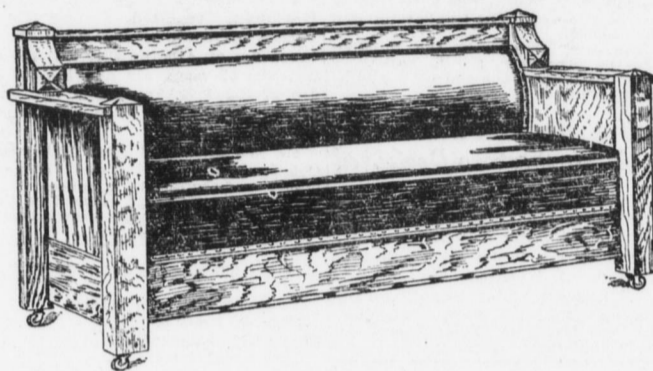
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ciently to cause the explosion." Reduce Artillery Positions The sun rose on a Danube that seemed a lake of fluid mud. The monitor division commander came on

deck—a very dignified but affable man of about 45, and the very "beau ideal" of naval officer. From him the Associated Press correspondent learned what part the Austrian monitor fleet had played in the crossing of the Danube by the troops of the Central Powers. The heavier guns and mortars had been assigned to reducing several Serb artillery positions near Belgrade, while the machine guns had been trained upon some infantry positions close to the banks. The monitors had succeeded in enfilading several Serb positions. The result was a rout, said the division chief. One of the roles of the monitors had been to draw the fire of the Serb and British artillery along the river, and, monitors being thoroughly detested by the Serbs, the ruse had worked, although ordinary field artillery could do no more than bluster the point on the monitors' armor, as an inspection of the ship showed.

The Sava had been very lucky, explained the division commander, though her sister ship, the Temes, whose original namebearer still rusts and rots in the Save river west of Gypsy Island, had not been so fortunate. A heavy shell struck her deck, penetrated a hatch into the crew's quarters, and killed and wounded six. But otherwise the Temes did not suffer and, as if to prove the remarks of the commander, the monitor at just that moment made a bend in the river, heading another large convoy of barges.

With a patrolboat in tow, the Sava nosed her way through the liquid islands, marked only by tree tops, miserable Serb and Rumanian villages, and the household watermills peculiar to the Danube. Scarcely a trip on the Danube in the late Fall is not uninteresting. This is especially true in the hill region close to the famous "Iron Gates." The yellow and gray foliage of the willow trees is effective, by contrast with the blue of the hills in the background. Where the hills come close to the river, their sides form a crazy-quilt of all shades of the reds and tans of autumn foliage and the somber green of the conifers.

The correspondent talked to an Austrian official who on the previous day had been in Turn-Severin (Rumania) for the purpose of inducing the Serb population of Kladowa, who had fled there, to return to their homes. Every guaranty was offered but it seemed that the Austrian had to compete with a Russian agent who also made offers. The Austrian lost out, despite the fact that Kladowa already had a Serb burgmaster and a civilian administration.

Mill Race of Mud

There has been little fighting in the Kladowa region. The fort or citadel, reinforced by some modern redoubts, was abandoned by the Serbs. Cattle and sheep grazed on the glacia and in the moats. Anciently, the fort commanded the western limits and Kazan little but fractured masonry.

The channel of the Iron Gates was a mill race of turbulent mud. Though the Sava pulled hard against the treacherous current, she needed eighteen minutes to get into quieter water. A turn brought the ship within sight of Orsova and Ada Kale, the latter, up to 1913, the last outpost of Turkey in Europe. Fearing that Serbia might annex the island, the Austro-Hungarian government took possession nominally, though leaving to the Turkish population every right and prerogative it had ever enjoyed, including the privilege of carrying on smuggling in tobacco with whosoever it pleased.

At Orsova whose of the Central Power troops crossed the river. The town itself showed signs of the recent and former artillery fire of the Serbs from the opposite bank. How the Austrians and Germans succeeded in scaling the cliff-like elevations on the Serbian shore is hard to understand. Dislodging an enemy entrenched on top of the Hudson Palisades looks less difficult. But many a man tumbled and more were drowned before they set foot on Serbian soil. Nevertheless the attack was successfully carried through and will probably remain one of the monuments of the great war.

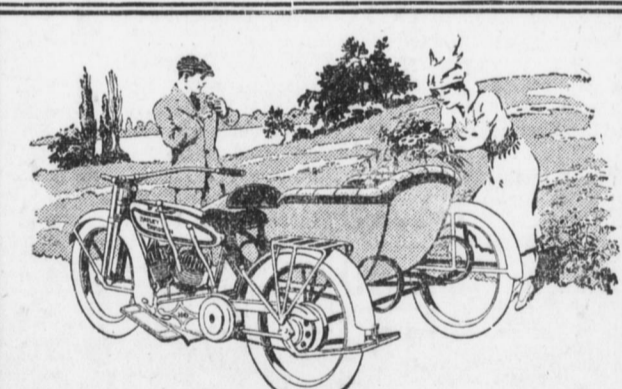
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Orsova lies on historic ground. Here the Iron Gates end and the

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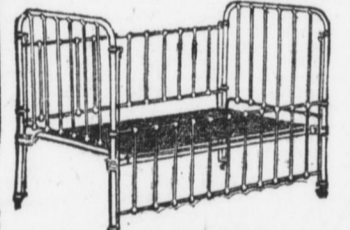
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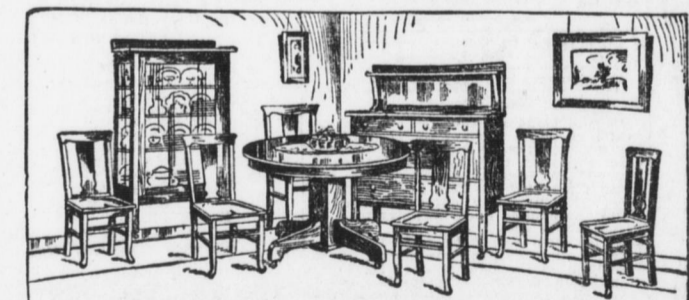
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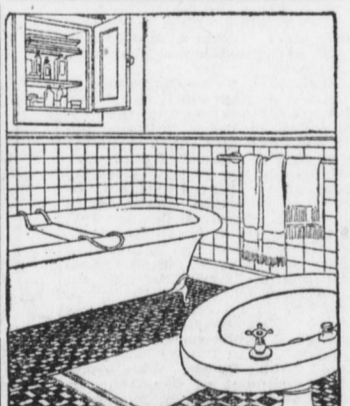
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