

# UNITED STATES SAILOR DESCRIBES RESCUE OF THE U-53'S VICTIMS

### Quartermaster of the McDougal Tells of Swift Race of American Destroyers to the Scene of the German Submarine's Operations Off Nantucket Lightship—Sees Dutch Steamer Blown Up by the Giant Diver.

New York.—I have read a good deal about the doings of the U-53 in the vicinity of Nantucket lightship, and noticed that very little has been published regarding the movements of our destroyer force and the part it played in the rescue work. I therefore take this means of telling what actually occurred from the time we left port until our return, writes Quartermaster Nathan Levy, U. S. N., of the U. S. S. McDougal, in the New York Times.

As the world now knows, the first intimation we received of activity on the part of the U-53 was a radio received at the naval radio station on Goat Island. At about 12:55, while on watch, the Birmingham, our flagship, sent a semaphore message to all destroyers, including our mother ship, the McAllister, to prepare to get under way and to report when ready. They began one of the most wonderful races known to the United States navy, a race to see which ship would be first and which would be the first to leave. Almost instantly boats began to be hoisted; heavy black smoke began to pour out of numerous stacks so thickly that the city of Newport was almost hidden from view. About six minutes after the signal was made for Nantucket light vessel, making at the start a speed of 20 knots. The wonderful work of the Jarvis will long be remembered as breaking records for getting under way.

Now the race was on. In a short time there came a roar from the torpedo station. This was the Drayton under way. Almost immediately another, the Erlerson, moved out; then another, the Or'Brien.

### Thrilling Race.

Out the ships steamed. I cannot remember the exact order of leaving, being on watch, and very busy, but I do know, on account of the return of our small boats, we were fifth from the last to leave. We then commenced our pursuit of the destroyers ahead. My first beautiful and thrilling race it was!

About two miles away, off our starboard bow, was the destroyer Conyngham, and dead ahead, about three miles, the limit of visibility, due to heavy haze, two other destroyers. Slowly we gained on the Conyngham, but lost our advantage in a few minutes on account of slight trouble in the forward fire room. Soon we were at it again, while in the meantime the Winslow had passed us and the Nicholson was now close off our port quarter. No. 2 boiler was now out in, and as our speed was by this time almost maximum we practically flew over the water. The Nicholson was soon left behind and the Conyngham was rapidly being overtaken.

Soon we passed her. The ship ahead drew nearer to us, the captain at this time sighting a destroyer bearing off our port bow. With the aid of powerful glasses I made her out to be the McCull. Sweeping around, I made out two more, which were soon passed by us. Four destroyers were now passed, U-53 is sighted.

All told, we passed at least ten destroyers which had left Newport before us and were capable of making as much speed as the McDougal under ordinary conditions. The last three ships were overtaken within sight of the light vessel, of which we were now about, just three and one-half hours after taking our departure from Newport. A remarkable run, you must admit, a distance of 100 miles covered in the time mentioned above, from a cold start and with half the crew and officers ashore.

With the light vessel about, we had the first opportunity to witness part of the tragedy. A short distance to the eastward of the lightship was a large Dutch steamer, the Blommersdijk. She had beautiful funnels for a freighter. Flying from her stern was

a large Dutch flag, another flew from her signal stay, and on her sides was painted her name, the name of her home port, and the Dutch flag, all in conspicuous letters. To the left of her and close to us the German submarine U-53 was sighted, towing a ship's boat, painted white. Later our captain hailed this boat and invited its occupants to come aboard. The Blommersdijk appeared to be deserted. In spite of this fact her lights were all burning. The invited boat came alongside, and her occupants were helped on board by our crew.

They were the chief officer, G. Klaasse; Boatswain P. N. Van der Shyns; and Seaman H. H. Eschbach, G. Zornart, G. Hebbema, and G. Van Oost. It is quite needless to say that they were all received with welcome.

### Does Some Tall Diving.

The boatswain, Van der Shyns, could speak English very well, having served on board English ships, and from him we received news as to what actually happened. I will not repeat his exact words, but will give a brief description of what took place. They had taken their departure from the lightship, when a submarine was sighted flying the International T. A. F. ("Bring your papers on board.") The Blommersdijk, being a slow-moving vessel, lowered a boat, whose crew were the officers and men named above.

Chief Officer Klaasse was informed by the submarine commander that his ship was to be blown up at 6:30.

During the time that the two officers were parleying the U-53 sighted one of our destroyers standing toward her. She immediately dived. I asked the man who told me this if it took her very long to dive, and he answered, in a very sober manner: "Oh, no; only about 30 seconds. Ye gods! but she can do some tall diving." Shortly after this occurrence we came upon the scene, sighting the submarine with the Blommersdijk's boat in tow. At this time there were about four destroyers close aboard the light vessel, apparently taking off survivors. Quite a number of small boats were tied up astern of the lightship. We stood over toward the submarine until we hailed the boat's crew, as I have already stated.

We then stood toward another vessel, the Stephano, about two miles away from the Blommersdijk, to render assistance to her survivors if necessary. This vessel, like the Dutch ship, was ready for slaughter, absolutely deserted, but with all her lights burning brightly. To make sure that there was no one left on board our captain ran close to her and had our forward searchlight turned on. The light was swept fore and aft without a living soul being visible.

### Dutch Ship Dies Hard.

At this time the U-53 was running back and forth between the Blommersdijk and the Stephano, followed closely by one of our destroyers, which apparently did not wish to miss anything. The submarine kept continually moving about. Whether it was in decision on his part I cannot say; anyway, at about 7:10 one time (twenty-fifth meridian) the U-53 took station about 800 yards off the port beam of the Blommersdijk, low on. Expecting he would fire, our captain (many thanks to him) decided to run over and observe the effect. We had taken station about 1,500 yards astern of the doomed ship when at 7:20 (four times) we heard a terrible report. Looking toward the Blommersdijk I saw a high cloud of water shooting up in the air, higher than the ship, but she didn't sink.

Feeling cocksure that their torpedoes were a bomb, or perhaps a time-bomb—would flash the Scotch-built ship, the German turned her back and steamed away. I watched the Blommersdijk like a hawk, waiting for her to reappear.

The rescued men were sleeping soundly below and were not called until five a. m., at which time a small boat came alongside to carry them to the training station. At 5:30 they left us, first shaking hands and thanking everyone in sight. I must pay a tribute to the wonderful optimism of the rescued men. Not one complained either against their fate or the German submarine.

### TO REPOPULATE TAHITI



Miss M. A. Braunt, a member of an aristocratic family of France, now in this country, will return to France to seek out war orphans for the purpose of sending them to Tahiti Island, now facing depopulation from the heavy draft the war has made on the young men.

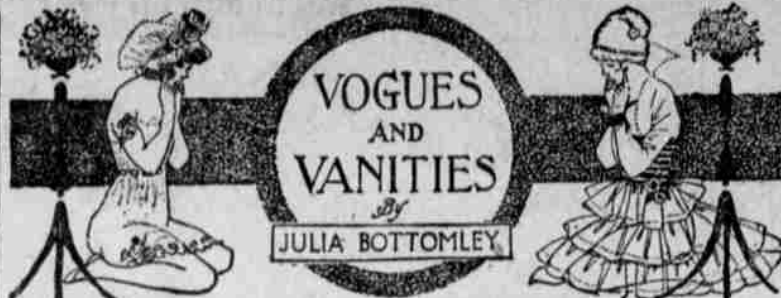
—yes I did—praying that if she must go down she would at least give her executors a run for their money. Still the German continued steaming away. Did she, I thought, intend to allow the Dutchman to remain afloat? But no; within a few hundred yards of the Stephano she turned about and stood back to the Blommersdijk.

Taking station this time about 1,000 yards from the Blommersdijk, which had listed to port slightly from the effects of the explosion, that was all, with her port running light toward us, which convinced us that she had stern tubes, the U-53 fired another torpedo, striking the Blommersdijk aft, under the living quarters and the fire room. The second explosion was far more violent than the first, the cloud of water about twice as high, the vibration caused by the explosion being felt very distinctly on our vessel. This time we could plainly see that the good ship was doomed.

### Makes Sure of Victim.

Meaning sure that her victim was finished, the German doused all lights and stood away. For a short time we lost her. While searching to pick her up again I sighted the midlights of a ship about four miles away. She seemed to be rakish in appearance, but I am sure that she was not another submarine; but why, if she wasn't, did not the U-53 hail her? Always will this remain a mystery to me. She was easy prey, and there was no danger of the Stephano running away, as she was deserted. A short time later the U-53 was sighted with her bow against the starboard quarter of the Stephano, apparently having sent some members of the crew on board.

Patiently we waited, but the men on the Stephano were in no hurry. At about 9:30 (our time) we steamed away. Looking around, we saw a number of ship's boats floating about with no one in them. Going close to the Dutch—the senior officer of our force being her captain—we received orders to proceed to Newport at discretion. Taking our departure from the light vessel, which had figured so prominently in the rescue work, we arrived at Newport at about three a. m., October 3.



Two of the New Long Coats.

Perhaps you are looking for a coat which you will enjoy wearing in the evening and expect to press into service for afternoon occasions. In this case you might turn attention to velvet with the assurance that your judgment is directed to the right quarter. Velvet stands midway between cloth and fur, having a restricted following of its own. At its best it is fur-trimmed or made so that it can be conveniently worn with a fur set.

It almost goes without saying that "velvet" includes velveteen and that most of the coats made of either material are intended for evening wear. They are sumptuous affairs, in new or familiar colors, including robin's-egg blue, moss and light greens, coffee color, charrouse, sapphire, etc. Nearly all are trimmed with furs in the usual colors, or undyed, and white fox poses on coats in the lighter tones. For those who like eccentricities there are furs dyed in unusual colors.

A coat of velvet, trimmed with skunk fur, is pictured, and one of velveteen trimmed with silk braid, to be worn with a separate set of furs. In the fur-trimmed coat handsome buttons of dark mother-of-pearl and silver filigree accomplish the front fastening; one of them at the collar and one at the waistline. The coat fastens a little to one side. Except for a novel management at the shoulders there is nothing unusual in the manner of constructing it. Here the back is extended, overlapping the front in rounded and corded edges. The skirt portion is set to the body with a heavy cord. The lining is of old-gold satin, but its color may be left to the discretion of the wearer.

The brief description of the velveteen coat is given in the picture. It is full and straight hanging and its owner may or may not like to add to these entirely correct details a mention of plain bands of silk braid which would not be missed if they were not there.



Something New in Matched Sets.

Faille silk and no end of work, with yarn flowers and kolinsky fur combined to make a hat and muff. With a narrow scarf, or high collar, of kolinsky about the neck, the wearer may achieve a very original and elegant set that no amount of money can exceed for smartness.

There are many such sets, usually of two pieces (a neckpiece and muff) made by putting together fur and cloth, fur and velvet, or fur and silk. A hat is brought into the scheme of things by a collar of fur, or, as in the set pictured, the hat is made to match the muff and the neckpiece is adapted to these two pieces. Collars are of many varieties, and muffs are fashionable in the pillow and the melon shapes. None of the latter are very large, although they may be draped with extra pieces of fur by way of added enrichment.

The cloths used include broadcloth, velours, Bolivia, and other weaves, and color is an important consideration when one contemplates a matched set.

lithings are in contrasting colors, and soft, plain satin is used for them. Having disposed of the matter of cloth and lining, that of color must be considered. It will be determined partly by the kind of fur to be used.

These small sets offer a promising way to show the best of old style furs that show signs of wear or too good to be discarded. And they hold out enticing possibilities to the clever woman who would add a smart asset to her winter wardrobe.

In the set shown here faille silk is closely shirred to make a covering for the hat crown and the muff. It is in a saffron shade and the decorative flowers and foliage are made of yarn in the same color. The hat is faced with fur and the ends of the muff finished with bands of it. The collar is the simplest imaginable—merely a straight, wide band fastened near the back of the neck, where two short tails finish this particular bit of fashion's history.

# ARE YOUR KIDNEYS WEAK?

### Thousands of Men and Women Have Kidney Trouble and Never Suspect It.

Nature warns you when the track of health is not clear. Kidney and bladder troubles cause many annoying symptoms and great inconvenience both day and night.

Unhealthy kidneys may cause lumbago, rheumatism, catarrh of the bladder, pain or dull ache in the back, joints or muscles, at times have headache or indigestion, as time passes you may have a low complexion, puffiness or dark circles under the eyes, sometimes feel as though you had heart trouble, may have plenty of ambition but no strength, get weak and lose flesh.

If such conditions are permitted to continue, serious results may be expected; Kidney Trouble in its very worst form may steal upon you.

Prevalency of Kidney Disease.

Most people do not realize the alarming increase and remarkable prevalence of kidney disease. While kidney disorders are among the most common diseases that prevail, they are almost the last recognized by patients, who usually content themselves with doctoring the effects, while the original disease may constantly undermine the system.

If you feel that your kidneys are the cause of your sickness or run down condition, try taking Dr. Kilmer's Swamp-Root, the famous kidney, liver and bladder remedy, because as soon as your kidneys improve, they will help the other organs to health.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at all drug stores. Don't make any mistake but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., which you will find on every bottle.

**SPECIAL NOTE.**—You may obtain a sample size bottle of Swamp-Root by enclosing ten cents to Dr. Kilmer & Co., Binghamton, N. Y. This gives you the opportunity to prove the remarkable merit of this medicine. They will also send you a book of valuable information, containing many of the thousands of grateful letters received from men and women who say they found Swamp-Root to be just the remedy needed in kidney, liver and bladder troubles. The value and success of Swamp-Root are well known that our readers are advised to send for a sample size bottle. Address Dr. Kilmer & Co., Binghamton, N. Y. When writing be sure and mention this paper.

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Ask your shoe dealer for W. L. Douglas shoes. If he cannot supply you with the kind you want, he will make them for you. Write for interesting booklet explaining how to get shoes of the highest standard of quality for the price, by return mail, postage free.

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### Y. M. C. A. EXTENDS ITS WORK

War Has Enabled Organization to Gain a Foothold in Both Austria and Russia.

The Y. M. C. A. is one of the biggest and most efficient religious undertakings in the world. So practical is the nature of its work, and so carefully are its finances administered by competent business men that it is easier to raise money for Y. M. C. A. than for any other religious work. Plans for its world-wide activities next year call for the expenditure of \$4,500,000. The war has enlarged its European field, and \$2,000,000 of the budget will be spent there. From Switzerland to central Russia the association is now maintaining 250 graded schools and colleges which the instructors as well as students are prisoners of war. The total enrollment approximates 3,250,000 men. For the first time in its history the Y. M. C. A. has gained a foothold in Austria and Russia. There is no other religious organization that could have so promptly and so efficiently taken up the opportunities for service offered by the European war, ministering to Jews, Catholics and Protestants, all on equal footing. Along the Texas border where American troops have been stationed, the Y. M. C. A. has founded stations, and nearly 40 schools in which Spanish is the most popular course. Half a million dollars has been laid out for the work in Texas, and a million for the industrial department in various railroad centers throughout the country.—Levee.

### EAT MAINE HONEY

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### PATENTS

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Entertaining Was Too Strenuous.

A five-year-old boy had spent the morning at the home of a neighbor, who owns a beautiful collie pup. The youngster and little dog had romped about the lawn in high glee until, in play, the collie scratched the lad's leg with its teeth. Hurrying home the child told his mother the dog had bit him and that he was not going over to see its owner again.

"You should be ashamed to talk that way, son," the mother replied. "You know you love the puppy and the L's have been lovely to you. They have entertained you all morning."

"Entertained! Entertained!" exclaimed the boy. "They have entertained for the dog over there to chew on."

### One Way to Do It.

"Father, how do you fill a fountain pen?" asked Johnny.

"Well," asked his father, "is it your pen that you want to fill?"

"Yes, sir."

"Well, then my boy," thoughtfully answered father, "I would fill the bath-tub with ink, and then get in and fill the pen."—Rochester Times.

### Chesterfield of the Fields.

"Father, what do they mean by gentlemen farmers?"

"Gentlemen farmers, my son, are farmers who seldom raise anything except their hats."

### Quite a Different Thing.

The beautiful girl's smiles changed to a dark frown.

"You deceiver!" she hissed. "I hate you!"

The young man dropped his hat in astonishment.

"Hate me?" he gasped. "why it was only yesterday you said you loved every hair on my head."

"Yes, villain! but not every hair on your shoulder!" as she held aloft a long golden one.—Stray Stories.

### Valuable By-Products.

The value of tar, ammonia and benzol products recovered in the manufacture of artificial gas in municipal plants and at by-product coke ovens in this country in 1915 was nearly \$25,000,000.

Wright's Indian Vegetable Pills have stood the test of time. Test them yours if you will. Send for sample to 373 Fourth Street, N. Y.—Adv.

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### GATHERING KNAPSACKS OF THE FALLEN



The photograph shows a custodian on the western front among the allies. After every battle the knapsack of every fallen soldier and all his belongings are collected and sent back to his home.

### 65 SONS OF PEERS FALLEN

London.—Fifty-five sons of British peers have fallen on the battlefields of the European war. One of the latest was Lieut. Wyndham Tennant, nineteen, eldest son of Lord Glenconner, who was killed in France September 22. Only a few days before the death in action of his cousin, Lieut.

### ELECTRIC FAN FOR FOWLS

### California Ducks Quack With Joy When Water is Sprayed Over Them.

California, Mo.—The birds on a poultry plant here are real high fliers. They have one convenience that no monarch could have enjoyed 50 years ago.

That convenience is electric fans. The fans and running water have been installed in the large feeding station of the A. B. Cole & Sons plant.

Under the spray of a fountain in the feeding station is the favorite haunt of the ducks and geese. The management has found the fans and water of economic value, as it saves the lives of many fowls and makes them fatten faster in the hot weather.

### Pretty Blouse Model.

One of the prettiest blouse models of the season is also so simple that almost any girl could make it herself. From a shaped oval neckband, which is cut straight across the back and curves downward a trifle in front, is set the straight back and front of box-plaited Georgette crepe or silk voile. The fastening is in the back. The sleeves are sewn into the armholes without fullness and are cut in bell shape at the bottom. A piping of white crepe is put around the neck. This blouse is in-

### To Pack Dresses of Silk.

When packing dresses and waists of silk, satin or crepe, roll instead of folding. By this method articles can be packed in a smaller space and will better results. Actresses use this method, and their clothes are put to the severest test.

### honorific eyes? God bless you and give you peace.

Four cabinet ministers, Mr. Asquith, Lord Lansdowne, Pile Pease and Arthur Henderson have lost sons in the war, and Lord Crewe a son-in-law. Mr. Henderson is the labor party leader and his son was a captain. Lieut. Raymond Asquith gave promise of becoming as high a place at the bar as his father. He had an appointment on the staff, but insisted on service in the fighting line. Mr. Asquith's younger son was wounded at the Dardanelles.