

## German Subsea Liner Crosses Atlantic Ocean

An Associated Press dispatch from Baltimore, under date of July 9, says: The world's first submarine merchantman, the German undersea liner, Deutschland, anchored below Baltimore tonight after voyaging across the Atlantic, passing the allied blockading squadrons and eluding enemy cruisers watching for her off the American coast. She carried mail and a cargo of 750 tons of costly chemicals and dyestuffs and is to carry back home a similar amount of nickel and crude rubber, sorely needed by the German army.

Sixteen days out from Bremerhaven to Baltimore, the submarine reached safety between the Virginia capes at 1:45 o'clock this morning passing in on the surface, covered by a heavy pall of darkness which settled over the entrance of the bay with the setting of a tell-tale half-moon.

Once inside, the visitor threw caution aside and began shrieking his siren, signalling a pilot and at the same time attracting the attention of the tug Thomas F. Timmons, which had been waiting in the lower bay for nearly two weeks to greet

the Deutschland and convoy her into port.

### German Flag Flying

Three hours later at 4:45 o'clock this morning the big submarine started up the bay with the German merchant flag flying, under her own power, piloted by Captain Frederick D. Cooke of the Virginia's pilots' association, and convoyed by the Timmons. They were not moving more than twelve knots an hour when she docked in Baltimore tonight, but arrangements had been made to receive her with formal ceremonies tomorrow and her captain was ordered to wait in the lower harbor. He and his crew of twenty-nine men remained aboard the craft.

Regarding his vessel as a merchantman subject to no unusual restrictions, the skipper, whose name is said to be Captain Kairig, went up the Chesapeake without waiting to notify local customs and quarantine authorities of his presence. He was five hours away before Norman Hamilton, collector of Norfolk-Newport News, heard the news and started on his trail aboard the coast guard cutter Onondaga. At last reports tonight the cutter had not approached the submarine and it is understood that she merely was ordered to keep the strange craft under surveillance as a neutrality precaution. Quarantine and port regulations will be complied with when the vessel moves up to her dock tomorrow.

Little was known here tonight about what happened during the epoch-making cruise across the ocean, which in a small measure at least breaks the blockade on German trade with the rest of the world. None of the submarine's crew had landed and the agents of her owners had received only meager reports. Such information as was available came from the pilot and from Captain Hans F. Hinsch of the North German Lloyd liner Neckar, laid up here since the beginning of the war. Captain Hinsch boarded the Deutschland from the Timmons and made the trip up the bay with her.

### Chased by British

According to the accounts reaching here, the underwater liner's superstructure was standing fifteen feet above the water when she came in. Until daylight she showed no flag but the German merchant ensign was raised at sun up. Stories were circulated that British or French cruisers chased her at sea Thursday, but could not be confirmed.

The boat is consigned to A. Schumacher & Co., local agents of the North German Lloyd line and her cargo to the Eastern Forwarding company, a concern said to have been organized within the past few weeks especially to handle the business of underwater lines. The latter company has a pier and warehouse in which are stored the goods to be loaded on the Deutschland for her return trip.

In German quarters here the news of the submarine's arrival was hailed with the keenest delight. Those who knew of her coming had been concealing alarm for two or three days as she was due to arrive about the middle of last week. It is understood that she traveled more than 4,000 miles, going some 800 miles out of her course to avoid enemy ships.

The Deutschland is no converted war craft, but a brand new commerce carrier built in Bremen and sent here on a purely commercial mission, according to Henry G. Hilken, the senior member of the Schumacher concern. She belongs to the

Ocean Rhederel, limited, (Ocean Navigation company, ltd.) and was launched at Kiel in March.

The novel project was conceived about nine months ago Mr. Hilken said, by F. A. Lohmann, head of a Bremen exporting and importing concern who organized the Ocean Navigation company. Mr. Lohmann is the son of a director general of the North German Lloyd Steamship company, has the important German commercial interests associated with him.

The undersea liner, Mr. Hilken understands, is about 315 feet long and about 30 feet beam and is propelled by two great Diesel oil engines. She is as large, if not larger, than any of the German naval submarines, and carries 750 tons dead weight of cargo. As to details of her construction, Mr. Hilken said he was lacking in information.

"Most of the information that was sent to me," he said, "is probably carefully tucked away in a pigeon-hole of the British admiralty office, but I do not care now. The Deutschland is here nevertheless."

Mr. Hilken is an American, and his firm has been in business operating ships under the American flag since 1824. Carl A. Luderitz, the German consul, is a member of the firm.

To whom the Deutschland's cargo is consigned, Mr. Hilken said he did not know, but he believed it was going to a number of concerns badly in need of dyestuffs.

If she will return, whether it is planned to have her make regular trans-Atlantic trips, Mr. Hilken refused to discuss.

"This project was conceived," he said, "by German commercial interests who wanted to reopen trade with the United States. We need some of Germany's commodities and Germany needs some of ours. It is purely a commercial proposition, and that is all there is to it."

"The time has not come when zeppelins can cross the ocean, so these Bremen merchants thought they would try a submarine. I have kept the details secret, of course, all this time to insure the success of the project. We expected her several days. Her crew must have endured great hardships, and to them, of course, the credit for the success of the undertaking is chiefly due."

If present plans are carried out the public will not be allowed to inspect the undersea wonder, nor will anybody except the federal authorities be allowed to board her.

The pier of the Eastern Forwarding company was boarded up today to shut out the view of the curious, and the Schumacher firm had arranged to surround tomorrow morning with a cordon of police. Mr. Hilken will have at the pier a high powered automobile to rush the Deutschland's captain through the city on his errand to the consulate and the custom house.

Six months ago came first reports that Germany was preparing to put into the trans-Atlantic trade a line of submarines that would dwarf in size and other requirements, the present U boats which have been Germany's chief reliance in her conduct of the great war at sea.

### STATUS OF MEXICAN AFFAIRS

(Continued from Page 14.)

#### Wilson's Ultimatum

A Washington dispatch, dated June 25, says: The text of the note to the Mexican de facto government, transmitted today to James Linn Rodgers, special representative of the American government in Mexico City says:

"Mr. Arredondo yesterday delivered to this government the following communication:

"I am directed by my government to inform Your Excellency,

a source of difficulty and the Mexican government on its part believes with reference to the Carrizal incident, that the Chief Executive, through the Mexican war department, gave orders to General Jacinto B. Trevino not to permit American forces from General Pershing's column to advance further south, nor to move either east or west from the points where they are located, and to oppose new incursions of American soldiers into Mexican territory. These orders were brought by General Trevino to the attention of General Pershing, who acknowledged the receipt of the communication relative thereto. On the 22d instant, as Your Excellency knows, an American force moved eastward quite far from its base, notwithstanding the above orders, and was engaged by Mexican troops at Carrizal, state of Chihuahua. As a result of the encounter several men on both sides were killed and wounded and 17 American soldiers were made prisoners."

"You are hereby instructed to hand to the minister of foreign relations of the de facto government the following:

"The government of the United States can put no other construction upon the communication handed to the secretary of state of the United States on the 24th of June, by Mr. Arredondo, under instructions of your government, than that it is intended as a formal avowal of deliberately hostile action against the forces of the United States now in Mexico, and of the purpose to attack them without provocation whenever they move from their present position in pursuance of the objects for which they were sent there, notwithstanding the fact that those objects not only involve no unfriendly intention toward the government and people of Mexico, but are, on the contrary, intended only to assist that government in protecting itself and the territory and people of the United States against irresponsible and insurgent bands of rebel marauders."

"I am instructed, therefore, by my government to demand the immediate release of prisoners taken in the encounter at Carrizal, together with any property of the United States taken with them, and to inform you that the government of the United States expects an early statement from your government as to the course of action it wishes the government of the United States to understand it has determined upon, and that it also expects that this statement be made through the usual diplomatic channels, and not through subordinate military commanders."

#### Text of the Mexican Reply to United States' Demands

A Washington dispatch, dated July 5, says: Following is the text of the Mexican note delivered today by a Mexican embassy attache to Secretary Lansing:

"Referring to the notes of June 20 and 25 last, I have the honor to say to your excellency that the immediate release of the Carrizal prisoners was a further proof of the sincerity of the desires of this government to reach a pacific and satisfactory arrangement of present difficulties. This government is anxious to solve the present conflict and it would be unjust if its attitude were misinterpreted."

"It was also the Mexican government that earnestly suggested a plan for cantonments along the boundary line during the conferences of Ciudad Juarez and El Paso. This government is disposed now, as it has always been, to seek an immediate solution of the two points which constitute the true cause of the conflict between the two countries, to-wit—the American government thinks reasonably that the insecurity of its frontier is that the stay of American troops on

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