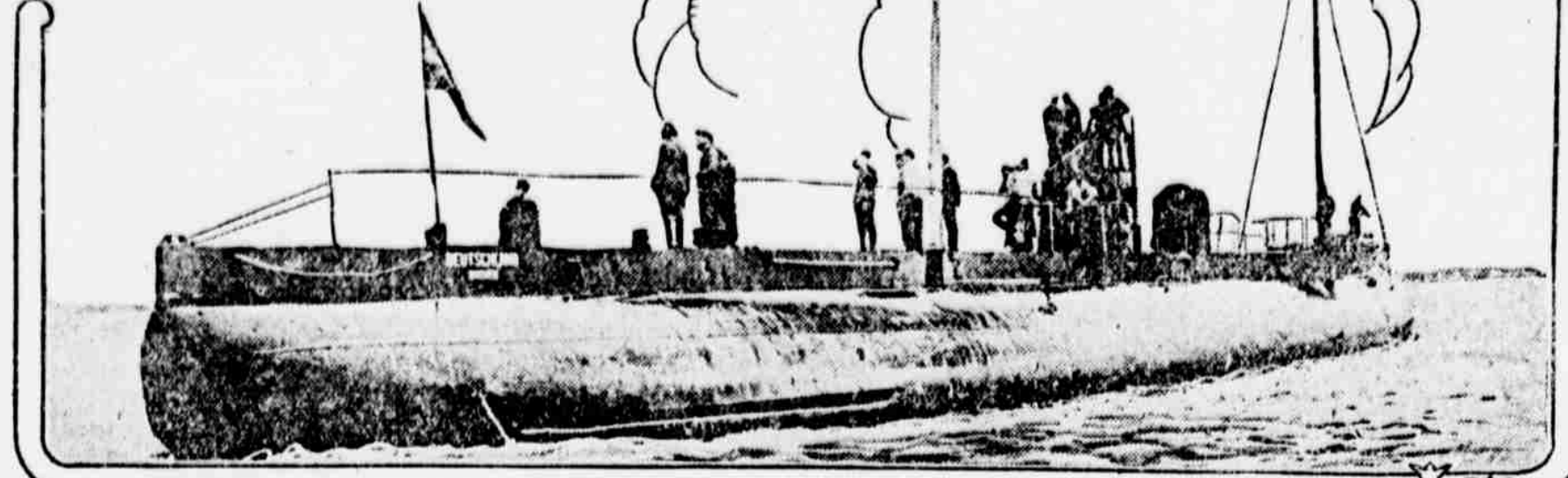


# Great Fiction Becomes Great Fact



THE DEUTSCHLAND DEPARTING FOR GERMANY

Did you ever read *Twenty Thousand Leagues Under the Sea*, the story about a submarine, which Jules Verne wrote forty odd years ago? The vessel he described, "Nautilus," is almost a counterpart of the German merchant submarine, "Deutschland," which came to this country several weeks ago . . .



THE DEUTSCHLAND'S CREW



CAPTAIN PAUL KOENIG

FOR weeks the German undersea boat Deutschland occupied the first page of every newspaper in the land, to the exclusion of the Mexican problem and a considerable part of the European war news. Her journey across the ocean from Bremen, her avoidance of the English and French war vessels and her theatrical disclosure of her identity at Cape Charles constituted the sensation of a century.

Mr. Charles F. Tower of the New York Tribune has written an article comparing the Deutschland with the Nautilus, the submarine boat of imagination which Jules Verne, the great French novelist, described in "Twenty Thousand Leagues Under the Sea," published about 45 years ago. No doubt many of you have read the story. It is a great boy's book, like "Tom Sawyer" or Fenimore Cooper's "Leather Stocking Tales."

Mr. Tower assumes that the Nautilus was never destroyed, and that the Deutschland is the old boat of fiction rebuilt. He says:

"But the sensation will be the greater when it becomes generally known that the boat is not of German design or build; that she is really the original submarine boat Nautilus, designed by that wonderfully skillful naval architect, engineer and scientist-at-large, Jules Verne, built and navigated over and under many seas by Captain Nemo, and for many years supposed to have been engulfed in the whirlpool between the islands of Faroe and Lofoten, off the coast of Norway, in June, 1868; the same vessel, rebuilt in some degree and refitted in a German ship yard, but the Nautilus, as truly as she was the Nautilus when she was launched, in 1863 or 1866.

"It has been only a supposition that the boat was lost in the whirlpool, based on the fact that no survivors of her crew, excepting Mr. Aronnax, who wrote the log on board the vessel on her sensational and somewhat erratic voyage of 'Twenty Thousand Leagues Under the Sea,' and his two personal associates, Conseil and Ned Land, never appeared in public or ever told anything to the contrary. But it will be remembered that Mr. Aronnax declared in his edition of the log, which was published in 1873, that he did not positively know whether the boat was lost or not. 'What has become of the Nautilus?' he asks. 'Did it resist the pressure of the maelstrom? Does Captain Nemo still live?'"

"Don't believe it? Why, it is so thoroughly true as to be axiomatic. Read such a description of the boat that arrived at Baltimore on a Sunday evening; then read Mr. Aronnax's logbook; make careful comparison of the description of the Nautilus which is contained therein with that of the so-called Deutschland—and dare to say that they are not one and the same vessel. The power plant is new in part, and in part renewed. Mr. Verne designed the Nautilus to be driven by electric power generated by primary batteries, something that would be out of the question today, but possible in the case of the Nautilus, because her owner was a man of enormous wealth and because he had discovered an inexhaustible source of supply of the materials required to renew his batteries.

"The primary battery was the only available means of providing power for underwater propulsion, as the Diesel motor, now in use on all submarine vessels as a power plant for use on the surface and for generating electricity for power to be used under water, had not been developed. In fact, neither the Germans nor anyone else made any considerable use of the Diesel principle of motor construction until the Diesel patents had expired. Besides, Mr. Verne had no dynamo with which to translate the power produced by motors into electricity, although he had the essential principle in the electric motors with which he turned his propeller.

"And the vessel is now fitted with periscopes,

which the Nautilus in her early days did not have. If she had been equipped with periscopes in 1866 and 1867, it is probable that she would not have been in collision with the Columbus, the Shannon, the Helvetia and other ocean steamships during those years, much to the annoyance of their owners and the mystification of the public. Also, the Nautilus in her reincarnation has wireless telegraph equipment, something which she did not in her early days, because Marconi had not then been born. For the rest of it, the Nautilus is the Nautilus still.

"A very full description of the Nautilus is contained in the log as written up by Mr. Aronnax from the dictation of Captain Nemo. He mentions that the captain showed him the plans, sections and elevation of the vessel; doubtless the original drawings made by Mr. Verne, or perhaps tracings of the originals. If they had been blue prints, Mr. Aronnax would doubtless have spoken of them as such; but, of course, they were not, as blue prints were not in use in those days. The captain went on:

"Here, M. Aronnax, are the several dimensions of the boat. It is an elongated cylinder with conical ends. It is very like a cigar in shape, a shape already adopted in London in several constructions of the same sort. The length of this cylinder, from stem to stern, is exactly 232 feet and its maximum breadth is 26 feet. It is not built quite like your long-voage steamers, but its lines are sufficiently long and its curves prolonged enough to allow the water to slide off easily and oppose no obstacle to its passage.

"When the Nautilus is afloat one-tenth is out of the water. Now, if I have made reservoirs of a size equal to this tenth, and if I fill them with water, the boat, weighing then 1,507 tons, will be completely immersed. These reservoirs are in the lower part of the Nautilus. I turn on taps and they fill, and the vessel sinks.

"Also, when I have a mind to visit the depths of the ocean, I make use of slower but not less infallible means. To steer this boat, following a horizontal plan, I use an ordinary rudder fixed on the back of the sternpost, and with one wheel and some tackle to steer by. But I can also make the Nautilus rise and sink, and sink and rise, by a vertical movement by means of two inclined planes fastened to its sides, opposite the center of flotation, planes that move by powerful levers from the interior. If the planes are kept parallel with the boat it moves horizontally. If slanted, the Nautilus, according to this inclination and under the influence of the screw, either sinks diagonally or rises diagonally as it suits me.

"Set aside the obvious errors in the log or in the translation, and the description of the Nautilus might as readily pass for that of the so-called Deutschland as any that have been printed. Look it over in detail. The Nautilus was 232 feet long; the length of the undersea boat at Baltimore was 'guessed' at anything from 200 and some odd feet to 300 feet. Of course, as she has been rebuilt, the boat may have been lengthened, to suit modern ideas.

"But the Nautilus had a conning tower, in place of the present superstructure. The beam

of the Nautilus was 26 feet. That of the Deutschland is 'guessed' at something less than 30 feet. The Nautilus was cylindrical in shape; the vessel that has created the sensation during past weeks is not quite cylindrical, in that her top-sides are carried up for a space nearly vertical, and then tumble home with an easy curve; or, at least, it is so indicated by such photographs as have come to light. The change was undoubtedly made in the rebuilding. In order to increase the carrying capacity; for it is to be remembered that the Nautilus was not built to carry cargo, and had no great excess of buoyancy. The motive power of the Nautilus was electricity. That of the vessel from Germany is electricity when submerged, while for use above water the Diesel engines supply the power. That is of no importance as bearing on the identity of the vessel. It is a common thing in rebuilding a ship to make some changes in the propelling mechanism.

"There is still more to come. Both boats—or, rather, the same boat in the two periods of her career—were—as fitted up in some degree of luxury. Listen to what Mr. Aronnax says about a room into which Captain Nemo conducted him:

"It was a library. High pieces of furniture supported upon their wide shelves a great number of books. The electric light flooded everything. It was shed from four unpolished globes, half sunk in the ceiling. And again, in speaking of the saloon, filled with treasures of art beyond price, Mr. Aronnax mentions the organ, of which he says later in the chronicle: 'At that moment I heard the distant strains of the organ, a sad harmony to an indefinable chant, the wall of a soul longing to break these earthly bonds.'

"The Organ on the Nautilus.

"One may not approve of Captain Nemo's taste in music; some of us may prefer the 'run of mill' music which one may have with a phonograph and a selection of records made haphazard; but he was musical, at all events, and had provided himself with means with which to gratify his taste. But the organ has given way to a phonograph, with which the crew of the boat entertained themselves on the way across or under the Atlantic. And when they were 'full up' on music there was the library, with fewer books than that of old, but with Shakespeare as a foundation of literary satisfaction.

"Still skeptical? How was the food of the crew of the Nautilus cooked? By electricity. Says Mr. Aronnax: 'Then a door opened into a kitchen nine feet long, situated between the large storerooms. There electricity, better than gas itself, did all the cooking. The streams under the furnaces gave out to the sponges of platinum a heat which was regularly kept up and distributed. They also heated a distilling apparatus, which by evaporation furnished excellent drinkable water.' How was the 'grub' of the crew of the so-called Deutschland cooked? By electricity, said Captain Koenig, although he did not give a description of the cooking apparatus in anything like as full a detail as does Mr. Aronnax of that of the Nautilus. The boat that Captain Koenig commanded was furnished with all the comforts of home, according to the one man who was aboard of her in any other than an official capacity, and who does not consider himself held to secrecy.

## SUPPLY OF SEALS ASSURED

Action by United States, It is Believed, Has Done Away With All Danger of Their Extinction.

For the first time in the history of the United States this country is handling its own sealskins, a condition that should have been brought about long ago, but was not, largely owing to trade secrets connected with the dressing and dyeing of the furs, which were possessed exclusively in England.

Seal furs are used more extensively in America than in any other country on the globe and the United States government has done more to prevent seals from becoming extinct than all the other nations put together. It is due entirely to our initiative that there is now a growing supply of seals from which to draw.

The total number in the Alaskan herd now is estimated at 300,000, and it is believed that 100,000 will be added this summer, after which, under moderate regulation, there will be little danger of extinction, such as faced the fur-bearing seals only a few years ago.

## When Hogan Telephoned.

Hogan, the elder, was doing useful work in the stables, since most of the younger men in the nearby little market town had enlisted.

One day he was sent by his employer to telephone to a dealer for various loads of hay, straw and oats. After many struggles with that terrible instrument which is supposed to save time, he got into communication with the dealers at last.

"I say, we're waitin' for that last order for hay, straw and oats. We want it at once. Hay, straw and oats."

Back came the answer: "Very good. But who's it for?" "Arr, now. Would ye try to be funny with an old man what's doing his bit? It's for the horses av course."—London Mail.

## BABY'S ITCHING SKIN

Quickly Soothed and Healed by Cuticura. Trial Free.

Bathe with hot water and Cuticura Soap. If there is any irritation anoint gently with Cuticura Ointment on end of finger. Refreshing slumber for restless, fretful babies usually follows the use of these super-creamy emollients. They are a boon to tired mothers. Free sample each by mail with Book. Address postcard, Cuticura, Dept. L, Boston. Sold everywhere.—Adv.

## Field for Him.

"You don't get much expression into your portraits." "Then you think I can't make a living at art?" "I don't say that. You'd be just the man to design kings, queens and knaves for playing cards."—Louisville Courier-Journal.

Florida's highest point is 300 feet above sea level.

## It's Foolish to Suffer

You may be brave enough to stand backache, or headache, or dizziness. But if, in addition, urination is disordered, look out! If you don't try to fix your sick kidneys, you may fall into the clutches of kidney trouble before you know it. But if you live more carefully and help your kidneys with Doan's Kidney Pills, you can stop the pains you have and avoid future danger as well.

## A Nebraska Case

C. T. Evans, Seventh St. and Eleventh Ave., Nebraska City, Neb., says: "I was confined to bed five months as the result of kidney trouble. My limbs ached and body swelled terribly and my health was all run down. Three doctors failed and finally I began using Doan's Kidney Pills. I soon noticed improvement and continued use fixed me up in good shape. My kidneys have given me little or no trouble since."

Get Doan's at Any Store, 50c a Box  
**DOAN'S KIDNEY PILLS**  
FOSTER-MILBURN CO., BUFFALO, N. Y.

## The Wretchedness of Constipation

Can quickly be overcome by CARTER'S LITTLE LIVER PILLS. Purely vegetable—act surely and gently on the liver. Cure Biliousness, Headache, Dizziness, and Indigestion. They do their duty. SMALL PILL, SMALL DOSE, SMALL PRICE. Genuine must bear Signature.

*Asent Food*

## ABSORBINE

Reduces Strained, Puffy Ankles, Lymphangitis, Puff Evil, Fistula, Boils, Swellings; Stops Lameness and allays pain. Heals Sores, Cuts, Bruises, Boot Chafes. It is a SAFE ANTISEPTIC AND GERMICIDE.

Does not blister or remove the hair and horse can be worked. Pleasant to use. \$2.00 a bottle, delivered. Describe your case for special instructions and Book 5 M free. ABSORBINE, JR., antiseptic treatment for mankies, reduces Strains, Painful Knots, Swollen Veins. Concentrated—only a few drops required at an application. Price \$1 per bottle at dealers or delivered. W. F. YOUNG, P. O. F., 310 Temple St., Springfield, Mass.

"ROUGH on RATS" Kills Rats, Mice, Bugs, Lice outdoors. The best. W. N. U., LINCOLN, NO. 38-1916.

Natural Surmise. "Dear me! What is that awful noise? Is it a new freak auto horn?" "No, I think it is Clarise Cashley's new sport skirt."

Unconscious Humor. American—What a racket there is going on in this zoo! Britisher—Yes; a beastly row.

# A Woman's Problem

How to Feel Well During Middle Life Told by Three Women Who Learned from Experience.

The Change of Life is a most critical period of a woman's existence, and neglect of health at this time invites disease and pain. Women everywhere should remember that there is no other remedy known to medicine that will so successfully carry women through this trying period as Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs. Read these letters:—



Philadelphia, Pa.—"I started the Change of Life five years ago. I always had a headache and backache with bearing down pains and I would have heat flashes very bad at times with dizzy spells and nervous feelings. After taking Lydia E. Pinkham's Vegetable Compound I feel like a new person and am in better health and no more troubled with the aches and pains I had before I took your wonderful remedy. I recommend it to my friends for I cannot praise it enough."—Mrs. MARGARET GRASMAN, 759 N. Ringgold St., Philadelphia, Pa.

Beverly, Mass.—"I took Lydia E. Pinkham's Vegetable Compound, for nervousness and dyspepsia, when I was going through the Change of Life. I found it very helpful and I have always spoken of it to other women who suffer as I did and have had them try it and they also have received good results from it."—Mrs. GEORGE A. DUNBAR, 17 Roundy St., Beverly, Mass.

Erie, Pa.—"I was in poor health when the Change of Life started with me and I took Lydia E. Pinkham's Vegetable Compound, or I think I should not have got over it as easy as I did. Even now if I do not feel good I take the Compound and it restores me in a short time. I will praise your remedies to every woman for it may help them as it has me."—Mrs. E. KISSLING, 931 East 24th St., Erie, Pa.

No other medicine has been so successful in relieving woman's suffering as has Lydia E. Pinkham's Vegetable Compound. Women may receive free and helpful advice by writing the Lydia E. Pinkham Medicine Co., Lynn, Mass. Such letters are received and answered by women only and held in strict confidence.