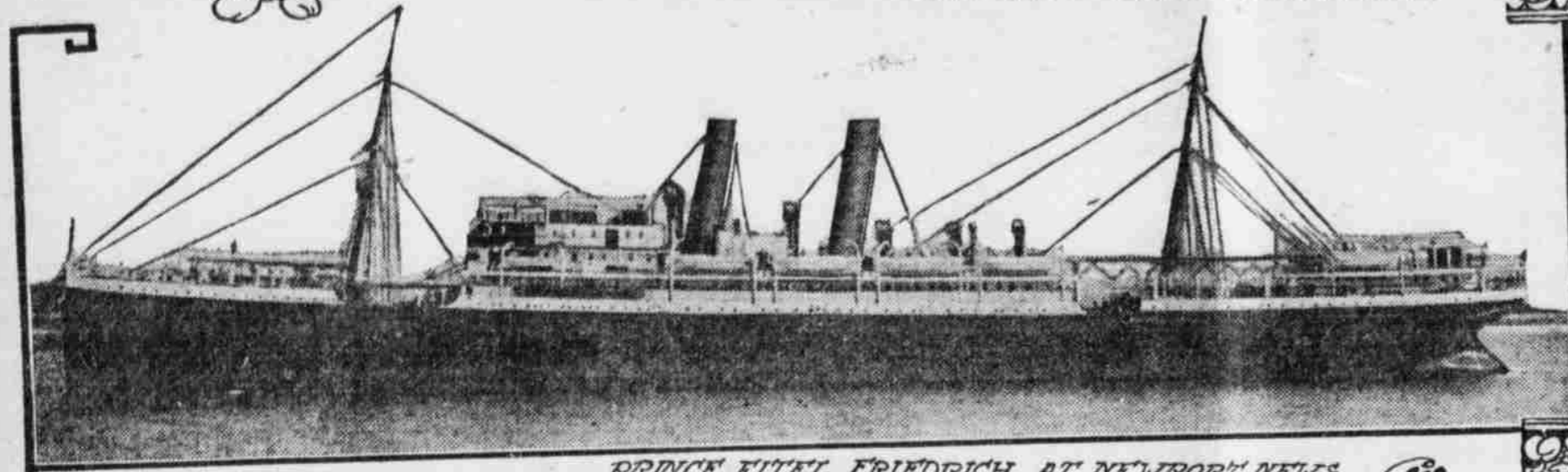


The INTERNED GERMAN SAILORS



OFFICERS OF THE EITEL FRIEDRICH



PRINZ EITEL FRIEDRICH AT NEWPORT NEWS

GAUGHT in Hampton Roads, forced to submit to internment at Norfolk, required to live aboard their ships, the officers and men of the German converted cruisers Prinz Eitel Friedrich and Kronprinz Wilhelm have transformed their vessels into comfortable homes. On the ships more than 600 men are living contentedly. Their contentment is a tribute to the efficiency of German methods and to the generosity with which they are treated by the United States navy department and naval officers. As few restrictions as possible have been placed upon the interned crews, and reasonable requests have been promptly granted.

From the moment the visitor steps upon the gangway of the Prinz Eitel Friedrich, which also leads to the Kronprinz Wilhelm, he sees evidence of preparations for a long stay and comfortable living. The cruisers, formerly transatlantic liners, with commodious cabins and expansive decks, have been cleared of all evidence which usually marks the warship. Awnings have been stretched to protect from the rain or sun. Everything not needed by a ship out of commission is out of sight.

About two hundred men are daily granted shore leave. In the case of the enlisted men and noncommissioned officers the leaves of absence can be granted by the commanding officer of either cruiser. These leaves never exceed 12 hours. The majority are for six. In the case of the officers all leaves of absence must receive the sanction of the yard commandant or officer of the day—United States naval officials, in other words.

All leaves specify that the men thus quitting the ships must not leave the jurisdiction of the Norfolk yard. This includes the ports of Norfolk, Portsmouth, Newport News and Hampton, as well as Old Point Comfort and the seaside resorts. Where leaves are desired to go beyond this yard jurisdiction, special permission, with the approval of the yard commandant, must be secured from the navy department. These must specify the places to be visited, the object of the visit, and the duration of absence. As yet they have been granted only to officers.

It is no uncommon sight to see German sailors on the streets of Norfolk. They are also often at the seaside resorts. They have received the nickname of "Sissy," because of the peculiar caps they wear, with ribbon streamers falling almost to their shoulders. The peculiar baggy manner in which the blouse is worn, with the protruding large white collar, a relic of pinafore days, and the numerous rows of brass buttons adorning the uniform, make them easily recognizable. They are usually found in groups of from three to six—seldom in larger numbers. They are remarkably orderly, and although frequent patrons at the bars and the beer and music gardens, are never seen intoxicated. It is the local belief that this is due to practice making perfect—that they are well trained for "carrying a load."

When on shore leave the principal amusements of the German sailor are sight-seeing, social drinking, and, as a negro would say, "orating" with German-Americans, of whom there are a considerable number in Norfolk. In the beautiful residential sections of the city they are repeatedly observed on sight-seeing trips. They invariably walk, and show lively interest in the buildings and water front.

In the evening the German sailors are to be found at the rathskellers of the various hotels or the beer saloons. Some of them are always there, enjoying themselves in a quiet manner. Usually they are accompanied by Germans in civilian clothes who know the town.

The well-known German neatness characterizes these sailors, whether aboard ship or on shore leave. They pride themselves on personal cleanliness, neatness of appearance, and military bearing. They are seemingly always on dress parade—and yet it is not ostentatiousness. The majority are clean shaven, and appear to have just jumped from the barber's chair. A number wear the kaiser mustache; some have a patch of hair, a "bunny's tail," on their chins.

Some of the men ashore make their headquarters at places of business kept by local Germans. One—the most popular because convenient in coming and going to the interned cruisers—is a jeweler's shop. Americans are welcomed by the sailors and treated cordially. They talk freely of their life on shipboard, and of their hopes of German victory. However, under instructions

from their commanding officers, they immediately become silent in the presence of newspaper men. They have been well drilled in this respect.

Two kinds of currency are used by the German sailors. On shipboard German coins are used exclusively. Men granted shore leave use American money. On each ship there is an officer whose duty it is to exchange American for German and German for American coin, as desired. The sailors have been instructed not to attempt to spend the German coin on shore. Visitors to the ships, desiring to purchase anything, must pay for it in German coin. The American money is promptly exchanged for the German by the exchange officer. Thousands of people in the Norfolk region now have German coin tucked in their pockets. Many persons visit the ships for the purpose of securing a German coin for this use.

Each of the interned ships is equipped with a commissary department. Practically everything wanted by a sailor is for sale. The Germans are urged to buy on the ships, as they secure what is wanted at only a fraction above cost. Outsiders with German money can purchase anything desired, except uniforms and equipment.

Portions of the ships have been set aside for beer drinking and smoking. The quarters are commodious. Here German sailors and their friends can be found, smoking, sipping their beer, eating light lunches, and gossiping volubly in German and broken English.

At first these ship beer gardens were open to all. But a local clergyman and an ex-chaplain of the navy, with several friends, one Sunday went aboard one of the ships, enjoyed the hospitality of the Germans, and drank beer. Then the clergyman fired a bombshell at his congregation. It was the story of how the law was being violated each Sunday on the German cruisers by the sale of intoxicants. It was the sensation of a day, but local police officials found themselves helpless, inasmuch as the alleged violations were committed on a federal reservation and on a foreign warship. The navy department ruled that it had no jurisdiction, further than a request to the German commanders not to permit the indiscriminate sale of intoxicants on Sunday. Such a request was made, and as a result the sale of beer and other drinks to Americans was discontinued.

But this does not mean that a visitor on the ship cannot get something to drink and pay for it himself. The way to obtain a stein of beer when on one of the German cruisers is to treat a German sailor by getting him to "treat" you. They are always ready to accommodate you, although treating is not a German politeness, as it is in America. All one has to do is to furnish American money. The sailor will exchange it for German coin. He also orders the drinks.

Sailors act as waiters. But there is no effort to entice you to buy. The cost of a stein of beer is about two and one-half cents. The light lunches served are also reasonable in price. One gives his order and it is filled with remarkable quickness.

On shipboard, while the rules have been relaxed sufficiently to relieve monotony, there is no lack of discipline. The men are divided into watches, and during their service hours are employed at the occupations necessary to make life comfortable aboard ship.

Card playing is allowed, reading rooms are provided, and on deck games, such as quoit throwing, take place. Like American sailors the Germans have their ship mascots—monkeys, parrots, dogs, cats.

Except when on duty the officers of the cruisers are rarely seen. They have their quarters separate from the men, keep to them, and seldom take part in the pastime. Yet there is a marked want of aloofness from the men, when they are thrown together. Those informed declare that the officers are close students and spend much time reading. Nearly all speak English fluently and read it readily. In conversation they are reticent and noncommittal.

Rumors have been repeatedly circulated in Norfolk that the German officers have been spying and gathering information for the German military machine. It is even whispered that they have detailed information as to navy yards, forts, warships and harbors. Navy officers of the yard who have kept these men constantly under watch laugh at such charges.

Besides their activities on shipboard some of the Germans give time to farming. The com-

mander of the navy yard received a request from the commander of the Prinz Eitel Friedrich that the men be allowed to cultivate a small strip of land near the interned ships. It is a part of a tract acquired several years ago by the navy department for the enlargement of the navy yard, and on which a new mammoth drydock is to be built. The request was granted.

A couple of acres or more were turned over to the Germans. Among the crew are farmers, who understand intensified farming. The soil of the tract is of the richest variety. Using spades instead of plows and industriously wielding hoes, these men quickly worked a transformation. Cabbage, spinach, tomatoes, potatoes, beets and turnips were planted. In another thirty days it is declared that the crop of vegetables will be sufficient to provide for all of the wants of the Germans for the rest of the summer and far into next fall.

When the Kronprinz Wilhelm interned there was an epidemic of beri beri to check. More than seventy men had the disease. Today the epidemic is practically over.

Early after the internment, according to reports received from the navy yard, and upon the request of the commandant of the yard, the sailors of both cruisers were lined up by their officers and given instructions that in conversation off the ship strict neutrality must be observed. They were urged not to talk of German aspirations, of German successes, and above all warned to avoid bragging. They were warned that such conduct would probably lead to difficulties with those who favor the allies, and would mean punishment and withdrawal of shore liberty. These instructions have been rigidly adhered to by the German sailors.

HELP WAR BABIES' MOTHERS

Mrs. Lloyd-George is Aiding in Care of English Unfortunates.

A scheme for the training in remunerative work of unmarried mothers was inaugurated recently at a meeting of Evangelical church women in the Welsh chapel, Charing Cross road.

A house has been taken in a small country town, at the foot of the Wiltshire downs, where 14 young women will shortly be received. It is intended that each girl shall learn domestic crafts, gardening, or poultry rearing. The instruction will be given in the course of the ordinary work of the house, commencing before and continuing after the child is born.

Doctor Saleeby said that it was a sign of progress that in a Calvinistic chapel people should consider the claims of the unmarried mother, and he characterized the work that was about to be undertaken not only as religious, but as hygienic in the highest sense of the word. "In so far as you save a single young mother from the life of the streets," he said, "you are protecting the future generation from indescribable evils."

Mrs. Lloyd-George, who is deeply interested in the experiment of caring for unmarried mothers on constructive lines, was unable to attend the meeting, having been called into the country to see her little girl, who is ill. With many others interested in social welfare, she feels that more could be done to reclaim young mothers if a course of training could be given to them on broader and more interesting lines than those of the past.

The home, which is picturesquely called "The Retreat," will have these ideals before it in all its various activities.—London Chronicle.

POCKETED.

"Isn't this the third time I've seen you on this particular stretch of highway?" "Yes," replied Plodding Pete. "I ain't got no place to travel. There's a gang of men fixing the road a mile ahead and another a mile back. Either one of 'em is sure to offer me work if I come near enough."

NONE TO LEAVE.

For some reason best known to the female of the species, the engagement was off. "Leave my presence!" she exclaimed in a tone redolent with indignation. "W-why," stammered the young man in the parlor scene, "you n-never gave me any p-presents."

WHO'S WHO—and WHEREFORE

JOE FOLK'S COBBLESTONES



Samuel Huston Thompson, assistant attorney general, and Mrs. Thompson were at dinner one night with Mr. and Mrs. Joseph Folk. After dinner it was suggested that the party should go up to the Folk residence to listen to some graphophone music.

So they all started. On reaching there Mr. Folk put his hand in his pocket to find his keys. He took his hand out of that pocket and sought another pocket. Then he tried his right vest pocket, then his left vest pocket, then other of his numerous pockets in rapid succession.

Then he left the vestibule and walked down the steps, leaving his wife and two friends in the doorway. Across the street was a pile of cobblestones. Carefully selecting a fine round stone, he retraced his steps and entered the vestibule again.

There was a smash of glass, and a large hole appeared in the Folk front door. Joe Folk inserted his hand therein and unlocked the door from the inside, bade his friends enter, and in a few minutes the graphophone was playing.

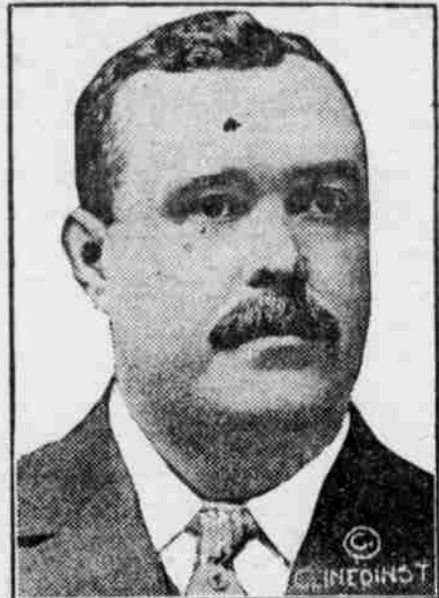
"And," said Commissioner Oliver Newman, who told this at the White House, "the funny part is that was the third time this season that a cobble has been used. When they finally move that pile of stones, Joe will have to carry a battering ram."

CHIEF FLYNN'S FIRE-ESCAPE

William Flynn, the secret service chief, used to have ambitions to be an inventor. His taste ran toward getting up a new-fangled fire escape that would fold up when not in use and not seriously mar the appearance of a building. He felt that if he could just do something to save a few distracted persons caught in burning buildings he would not have lived in vain. Being a resourceful person, Flynn thought and thought about the proposition until finally he got a plan all worked out. He showed his drawings to several friends, who declared that it was thoroughly practical. All that remained to be done was to have the thing patented and then sit back and reap the fortune that was his.

One afternoon he was strolling across Brooklyn bridge on his way to look at a piece of property he was going to buy when the money began to pour in from the new fire escape.

He chanced to glance across at a building and noticed a fire escape that looked something like his. He went nearer and found that the device was exactly like the one he had just invented. On inquiry he found that the one on the building had been patented about 1860. There was not a thing wrong with his invention, except that he was about thirty-five years too late in getting around to it.



CARSON WISHES HE COULD FIGHT

Sir Edward Carson, the great Irish anti-homerule leader, who succeeded Sir John Simon as attorney general in the coalition government, made a striking confession when at a recruiting meeting he appealed for more men.

"I only wish," he said, "I were young enough to be accepted, even as a private. It would give me more joy than any so-called honor won elsewhere. I would gladly give up everything if I could be even in the ranks."

Always a fighter, Sir Edward was at his best when there was a difficult case to be won, his extraordinary powers of cross-examination and the icy, biting style he adopted towards hostile witnesses being among his greatest assets.

It was in the days when he carried out Mr. Balfour's policy in Ireland that Sir Edward once asked a parish priest of his acquaintance what his parishioners, one or two of whom had



had the misfortune to appear in the dock on political charges, thought of the man who conducted the prosecutions.

"Well," came the pithy reply, "if they hated Satan half as much as they hate you, I should be out of work."

Sir Edward has been solicitor general both for Ireland and for England; he is a K. C., of both the English and Irish bars, and he is a bencher of the Dublin King's Inn and of the Middle Temple. His rise at the bar was the quickest ever known.

HAD HEARD ROGERS BEFORE

Representative John Jacob Rogers of Massachusetts is a young man, a Harvard graduate, and really began his congressional career while a half-back at college. It happened that Hamlin, who was assistant secretary of the treasury under Cleveland, came to Harvard to give lectures in political and governmental matters, and among his most interested pupils was young Rogers.

The study proved so fascinating that Rogers determined to enter public life, and did so, reaching congress to serve his first term March 4, 1912. When making his canvass of his district he was obliged frequently to speak, an obligation which is very distasteful to him.

At one place he rose, and, going to the front of the platform, said in an ordinary voice, with an assumption of humility, which was intended to charm the hearers:

"I am not going to make any speech tonight." One tall individual in the audience rose, and, yawning aloud, remarked: "I know you ain't er going to make no speech—for I have heard you before!"

