

# Great Fiction Becomes Great Fact



## CONDENSED NEWS

OF INTEREST TO ALL.

### DATES FOR COMING EVENTS.

- Sept. 26-Oct. 7—Ak-Sar-Ben Fall Festival at Omaha.
- Oct. 2 and 3—State Equal Suffrage association convention at Hastings.
- October 2 to 7—National Swine Show at Omaha.
- Oct. 3 to 6—State Federation of Women's Clubs convention at Hastings.
- October 11-12—State Meeting Grand Lodge Degree of Honor at Lincoln.
- October 17-20—I. O. O. F. State Convention at Lincoln.
- Oct. 31—Northwestern Nebraska Medical Society meeting, Long Pine.
- Nov. 2-5—Nebraska Christian Endeavor Union state convention at Omaha.
- Nov. 8-9-10—Nebraska State Teachers' association meeting at Omaha.

Seward county is soon to have a woman county agent. Only four states in the United States have woman county agents. Her work will be with the hundreds of women of the county and will be in conjunction with the work of County Agent Charles Gunnels.

Sunnyside at Hastings, said to be the finest and most practical and up to date home for old people in the United States, was formally opened last week with a public reception under the auspices of the Hastings woman's club, leading members of which form the Sunnyside board.

Though there were 150 applicants for the vacant pastorate, the First Congregational church at Hastings has extended a call to the first and only one of the candidates heard in the pulpit. The minister chosen is Rev. Joseph Toms of Cambridge.

Fire completely destroyed the Oakland roller mill, built in 1872. The loss is well over \$20,000, with no insurance. It was built by Fred Renard, sr., and was one of the early landmarks. The stock of flour and grain was saved.

The home of Elmer Sprague at Wymore has been quarantined for infantile paralysis, the 5-year-old son of Mr. Sprague being afflicted with the disease. This is the first case developing in Gage county for several years.

Joe Stecher of Dodge easily threw Ed Davis of Indianapolis in straight falls at North Platte. Stecher conquered his opponent in seven and four minutes, respectively. Davis claims the title of intercollegiate champion of the world.

Fred Furman and crew made a record run of threshing for Delos Fowler, on the Mrs. Haston place, south of Marion. Beginning at 10 o'clock one morning they threshed an even 2,300 bushels of wheat by 10 o'clock the next day.

George Scholl has made a record for returns per acre in wheat, according to J. L. Slocum, banker at Stella. Mr. Scholl's wheat netted an average of \$51 an acre this year. His average yield was thirty-eight bushels to an acre.

Emma, the infant daughter of Mr. and Mrs. Frank H. Wendell, crawled off the back porch at the home in Lincoln, fell head first in a jar containing three inches of water and was drowned. The child was dead when the mother discovered her plight.

At a meeting of the Gage county board of supervisors plans for a new county jail were submitted, which call for a building to cost \$33,000. The matter was discussed at length, but no action was taken.

Frank Myers of Fremont, republican nominee for the state legislature, has announced that he will withdraw from the ticket. He has accepted a position as manager of a farmers' elevator in Omaha.

Range cattle made the record price of \$10 per hundredweight at the South Omaha stock market last week. This is the highest price ever paid for grass cattle on that market.

Four persons were injured, two seriously, when an automobile in which they were riding was hit on a crossing near Eagle by a Missouri Pacific passenger train.

August Schrier of Chambers, a very prosperous farmer, was killed by having his neck broken when his automobile upset near Columbus.

Military drill in the Norfolk high school is looked upon favorably by the board of education of that city.

George Rutledge, near Brock, Nemaha county, has clover seed that will net him nearly \$40 an acre. From six acres of ground his yield was twenty-two bushels and twenty-pounds of seed, in addition to a large crop of hay cut earlier in the season.

Hallstones lay seven inches deep on the ground near Ashton, in Sherman county, after a heavy storm last week. For a stretch two miles wide and five miles long the corn stalks were stripped of their leaves and beaten to the ground.

Seventh Day Adventists during their convention at Hastings recently agreed to a plan to build an intermediate school by August of next year. It has not been located. The adventists went on record favoring state and national prohibition.

The old Hindin Craig orchard on the western edge of Fort Calhoun, Washington county, sold recently for \$10,000 or \$500 per acre.

The Westlicher Kriegerbund at their recent meeting at Lincoln selected Omaha as the place for the 1917 session.

While excavating a cellar near Stella, the remains of a woman and a child were unearthed about five feet under ground. The box containing the remains was pulverized, only a few little pieces of wood being left. It is supposed that long ago, before the country was settled, that the woman and the child had died while traveling through this section of the state and were buried. An old trail runs close to where the box was found.

Judge A. A. Welch of Wayne handed down a decision at West Point in the case of the Bancroft Drainage District vs. the Chicago, St. Paul, Minneapolis & Omaha Railway company. The road refused to pay the assessments levied against it and the drainage district was compelled to commence suit to force collection. Judge Welch gave judgment for \$2,707.58 against the railway company.

The 1917 meeting of the Nebraska State Poultry association will be held in Kearney the third week in January in connection with the annual exhibition of the association and Nebraska breeders. This was decided on when the officers and board of control of the Nebraska association met in Lincoln. Several other towns of the state had made strong bids for the show.

Mrs. Margaret Anderson of Pierce, has brought suit against N. H. Neuens and William F. Smith, two saloonkeepers of that city, and the Southern Surety company, a corporation, on their bonds, for \$10,350 damages for pain and suffering and permanent injuries received by her as a result, she alleges, of her husband being debauched by the saloonmen.

The services of an expert auditor have been secured by Beatrice business men for the purpose of auditing the books of the city's light and water department to determine what it costs the city to produce electric current. They desire this information before an election is called to vote on the \$25,000 bond proposition for an electric lighting plant.

In less than thirty minutes, without any previous preparation, York citizens subscribed \$40,000 toward the erection of a \$100,000 hotel. The articles of incorporation were then adopted, and with \$60,000 already subscribed by York capitalists, work on a new \$100,000 hotel will begin immediately.

Miss Mabel Evans of Hastings has brought suit in the Adams county district court for \$53,474 against the St. Joe & Grand Island Railroad company for alleged personal permanent injuries in an auto-train collision near Hastings November 30 last. When Balas Young, her escort, was instantly killed.

The Hastings city council is contemplating the purchase of an auto fire engine truck. With no funds available for the purchase of the equipment the council will either make provision when the annual levy is ordered next May or by the voting of bonds.

Mrs. S. Stebbins was seriously injured at her home in Pawnee City by a bullet from some rubbish which she had thrown into the stove. While she was bending over the stove the cartridge exploded, the bullet entering the top of her head.

48,634 feeder cattle were sent to the county from the South Omaha stock yards during the month of August. Aside from August, 1910 and 1911, these shipments were the heaviest for the month in the yard's history.

Word has just been received that Rev. J. P. Trites, former pastor of the First Methodist church of Hastings, will return soon from Sutherland, Ore., and enter the Methodist evangelistic field with headquarters in Hastings.

John Wilson, 35, was fatally injured and Vincent Schreiner, 17, was dangerously hurt when an automobile in which they were riding, was struck by a Missouri Pacific locomotive in the yards at Union.

People of Blair accepted the gift of a Carnegie library at a special election by a majority of 79 votes. A plot of ground, has been secured and work on the structure is expected to commence early in October.

Al Cook of Barneston was killed by jumping from a load of hay when his team started to run away. He struck on his head and sustained a fractured skull, dying almost instantly.

Hastings has been assured a date for Governor Hughes if the presidential candidate comes to Nebraska on his campaign trip.

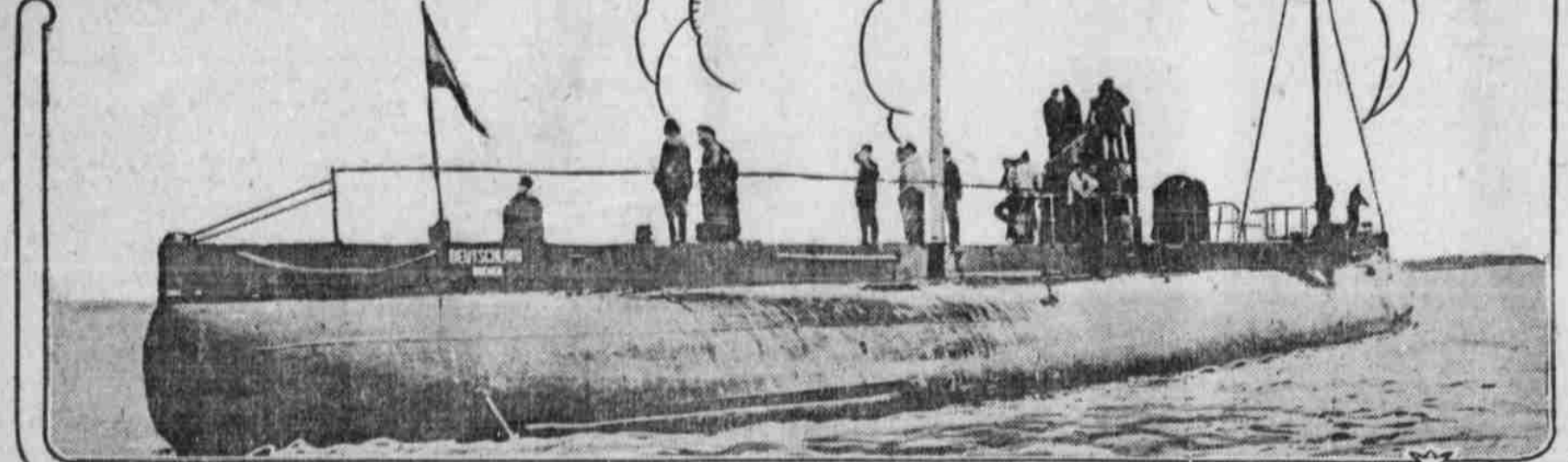
Ben Konert, a young farmer near Cedar Rapids was driving home in his automobile when the steering gear broke and the car turned turtle, throwing him twenty feet. His skull was fractured and his neck was wrenched. He died in an hour.

Pleading increased prices of feed and the cost of inspection imposed by a recent city ordinance as their excuses for taking action dairymen serving Hastings have raised the price of milk to 9 cents a quart. The old price ranged from 6 1/2 to 8 cents a quart.

Representatives of the English and French war departments in Pawnee City last week purchased two car loads of horses to be shipped to their governments and used by the armies now in the field.

With the bride and groom more than a thousand miles apart, Miss Laura Peterson, a Norfolk girl, and Harry Lavigne in Mexico with the Twelfth United States cavalry, were married by mail.

North Platte has a case of infantile paralysis, the first to appear in the vicinity.



THE DEUTSCHLAND DEPARTING FOR GERMANY

UNDERWOOD

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

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—was—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 wail 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 staterooms. 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 'grab' of the crew of the so-called Deutschland cooked? By electricity, said Captain Koening, 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 Koening 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.

"It's a clear case. In every essential the Deutschland is the Nautilus. In size and form, excepting as any vessel may be modified in process of overhauling and refitting, in power plant, excepting as the Diesel engines take the place of electric motors for surface propulsion, for economy's sake; in the intricate electrical equipment for lighting, cooking and in the control and movement of all parts of the ship; in the means provided for going below the surface of the water at will, and in returning to the surface at pleasure; even in the provision for the comfort and entertainment of the crew, the Deutschland and the Nautilus are one and the same. Only in the use made of the craft is there a difference. The Nautilus was built and operated to satisfy the whim—let's call it a whim and forget the tragedy of it all—of a man wealthy enough to afford it; while as to the Deutschland, she crossed the ocean to bring a few pounds of dyestuffs of which we are in need. It is the case of a thoroughbred harnessed to an express wagon in his old age."

OR 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 1850 or 1863.

"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 1860 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-voyage 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 steam-post, 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 rotation, planes that move by powerful levers from the interior. If the planes are kept parallel with 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