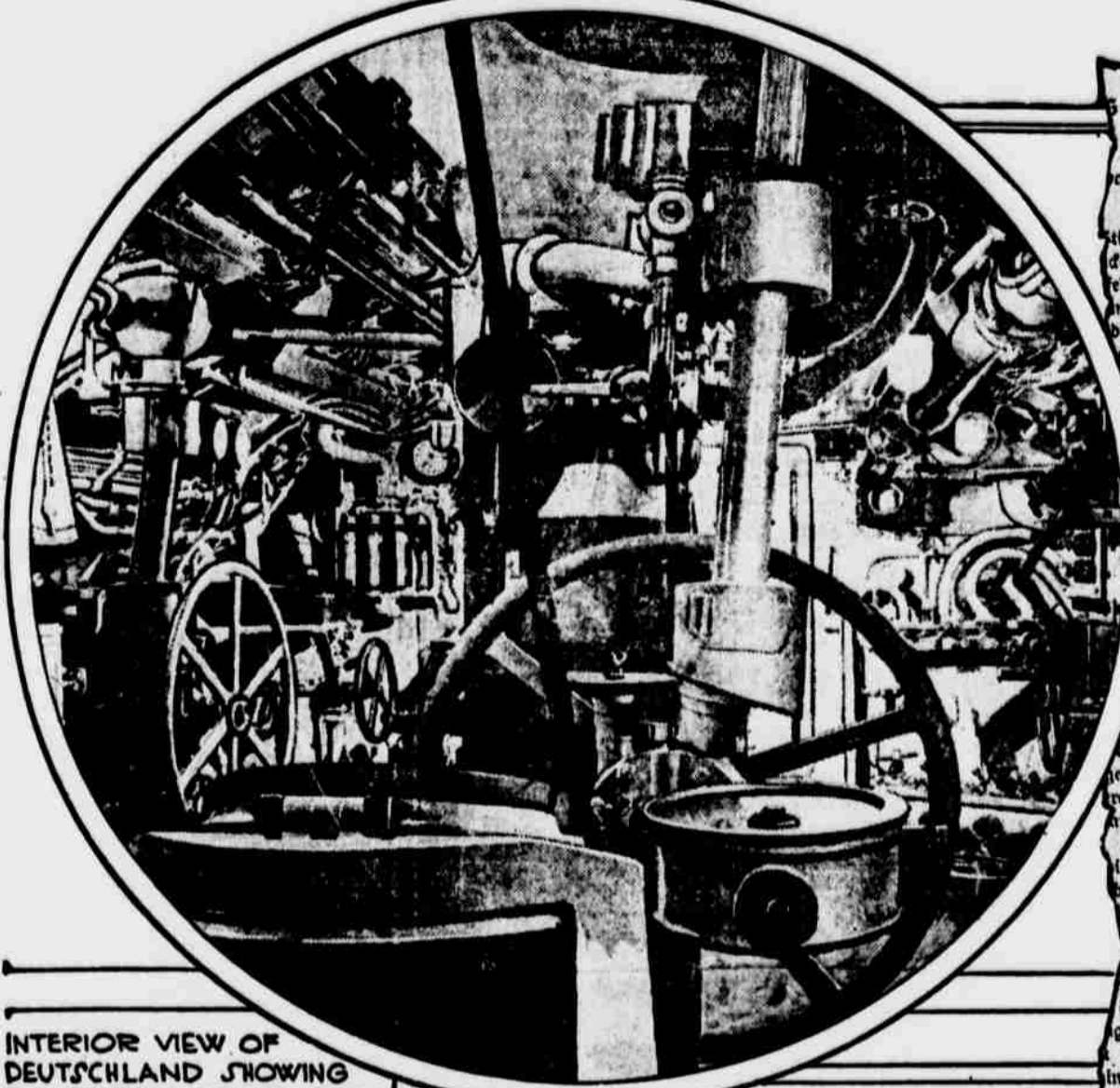


GERMAN WAR TIME PICTURES BROUGHT BY DEUTSCHLAND



INTERIOR VIEW OF DEUTSCHLAND SHOWING THE STATION OF THE COMMANDER-IN-CHIEF, THE SUBMERGING CONTROL TO LEFT.



Kapitän Rönig mit Graf v. Zeppelin. (Graf v. Zeppelin, Hamburg.)



RESCUING THE MEN FROM AN ENGLISH VESSEL SUNK BY A GERMAN TORPEDO BOAT. Drawn by Felix Schwormstedt.

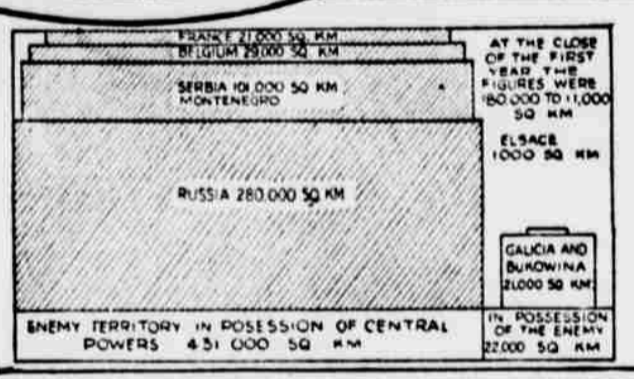
First Pictures by Submarine

THE receptions that Capt. Koenig of the submarine trader Deutschland got in Baltimore when the boat first came to this country and in New London on the present trip were so friendly that he declares he can never forget them. But the welcome that met him when he brought his cigar shaped freighter into the home port of Bremerhaven last August, after having crossed and recrossed the ocean, infested with enemy destroyers eager to get him at all hazards, far surpassed even America's cordiality.

In addition to his being made the hero of the day a special edition of the *Illustrirte Zeitung* was printed in his honor. The "Deutschland Edition" was filled with the doings of the wonderful submarine, with views of its interior and sketches of the life and career of its master. The Kaiser, who had already decorated Capt. Koenig with the knighthood cross of the Order of Hohenzollern, gave a special photograph of himself, autographed, for the frontispiece. Noted artists were employed to supply epic pictures of the submarine's achievement.

Capt. Koenig brought over a few copies of the magazine, as well as some of the "Skagerrack Edition" that commemorated the naval engagement between the battle fleets of Germany and Great Britain in the North Sea. One of each he gave as a souvenir to THE SUN reporter who met him on his arrival at New London on November 1, and the accompanying pictures are reproduced from these copies.

They are of interest not only because they are the first pictures ever brought to America by the submarine route but also because they are the first uncensored German publications received in this country since last February. They show Germany's attitude toward the war, unrestricted by the censor, and the grounds on which she bases her hope for eventual victory.



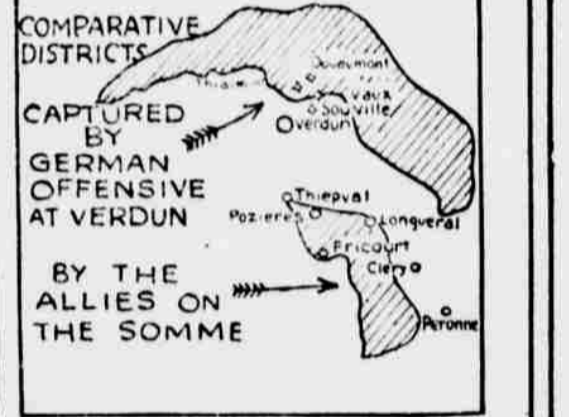
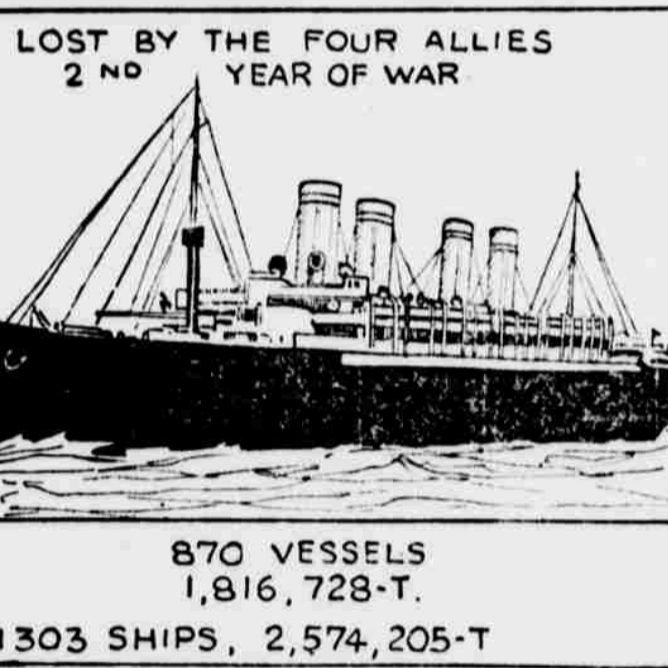
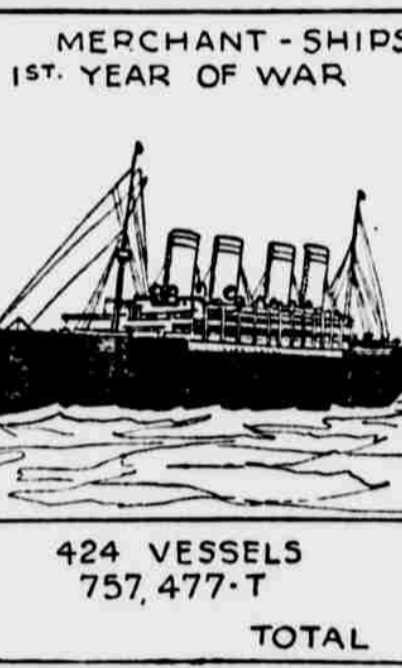
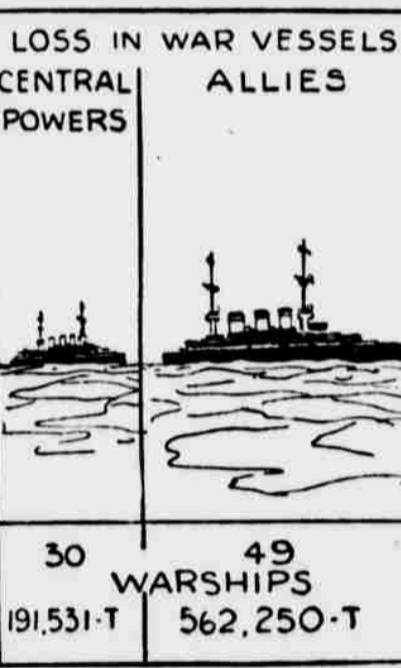
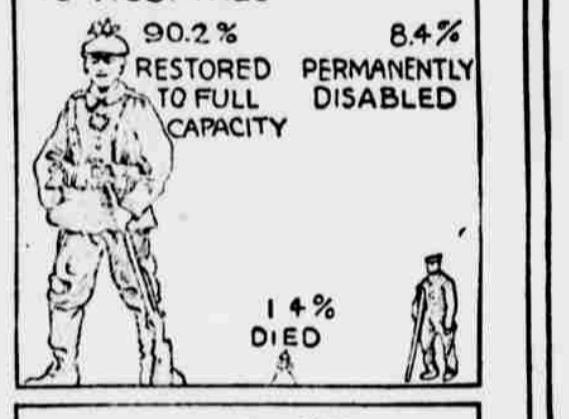
CAPT KOENIG OF THE DEUTSCHLAND AND COUNT VON ZEPPELIN, PIONEERS WITH THE SUBMARINE AND THE AIRSHIP.

OFFICERS	9,947	656	947	
PRISONERS TAKEN BY CENTRAL POWERS 1,026,400 MEN	348,731	41,752	22,956	23,914
RUSSIAN	FRENCH	BELGIAN	ENGLISH	SERBIAN

BOOTY CAPTURED FROM THE ENEMY BY GERMANY (WHAT HAS BEEN UTILIZED AT ONCE IN ACTION CANNOT BE ESTIMATED)



PROPORTION OF WOUNDED GERMAN SOLDIERS SENT TO HOSPITALS



COMPARATIVE FIGURES OF THE RESULTS OF THE WAR AT THE CLOSE OF THE SECOND YEAR, END OF JULY, 1916.

These pictures are copyrighted by the *Illustrirte Zeitung*.

HOME PORT SYSTEM A REMEDY FOR THE NAVY'S LACK OF SAILORS

By EDGAR STANTON MACLAY.

A NEW plan for the itinerary of vessels in the United States navy will soon be formally submitted for the consideration of the Navy Department, and if adopted it is believed that it will do much toward creating a spirit of contentedness among the enlisted men; and, what is more important, it will induce the more desirable sailors to remain in the service and make it a life profession.

A serious weakness in our navy system has been the failure to devise some means by which the enlisted men will remain in the service to the retiring age. This difficulty began with the introduction of steam in war craft, and it seems to have increased in the ratio that intricate machinery has been introduced in the construction, equipment, armament and operation of war craft. Secretary of the Navy George E. Badger grappled with the problem in 1841, but it seems to be as far from a satisfactory solution today as it was under the administration of the first Harrison.

It was my privilege to be a volunteer sailor in the battleship practice cruise of last August 15 to September 8, when I made effort to ascertain personally from the regularly enlisted men of the fleet what their causes of discontent were. Various reasons were given, but dominating all seemed to be the fact that under present naval conditions the enlisted man could not look forward to establishing a shore home for himself and

his family with prospects of spending a reasonable portion of his time there until he had completed twenty or thirty years of service.

Under the home porting system the difficulty of enlisted men establishing homes for themselves on land is largely eliminated. Statistics have been gathered showing that the modern navy craft spends on an average ten months of every year in some port.

The days of long, tedious voyages are past, and navy cruises ordinarily are a matter of a few days or weeks at the most. The problem is, therefore, so to arrange the itinerary of our navy vessels that a vessel instead of spending ten months in every year in some port or ports may be able to spend that time in one definite port.

This system, or one much like it, has been tried in the English and Japanese navies with marked success. For instance, the vessels composing the great British navy are divided into groups, each group having some definitely assigned home port from which it invariably sails and to which it always returns, except in some exigency like war.

One of these English home ports is Chatham. A British enlisted man in a Chatham ship knows definitely that Chatham will be his point of departure and return so long as he is in a Chatham ship.

In Japan there is a great naval base at Yokosuka, in the Bay of Yedo, and the enlisted Japanese who is in a Yokosuka ship knows definitely what his home port will be so long as he remains in the service.

Under these conditions the English and Japanese enlisted man after ten or fifteen years of faithful service can establish a home for himself in or near his home port with a reasonable assur-

ance that he will be able to spend on the average ten months of every year with his family. When in these ports it is usual for the married enlisted man, if he has a good record, to be permitted to spend his nights ashore and return to his duties aboard ship in the morning, very much as the business man or mechanic on shore leaves his family in the morning and returns at night.

It seems strange to the American visiting one of these English home ports to observe the number of British bluejackets pushing baby carriages through the streets of the town while their wives are attending to household duties or shopping. Except in such emergency as war the English man-of-warman of good record is able to spend more time with his family than many men engaged wholly in land occupations spend with their families.

Many cottages in or near these home ports are owned by British man-of-war-men. In Chatham the married navy sailor who does not own his shore home or have a favorable lease to a comfortable cottage is looked upon as a pauper. Unless there are extenuating circumstances he is regarded as not having lived up to the traditions of the service.

In view of the comparatively small pay in the British navy, surprise may be expressed as to how these enlisted men could accumulate enough money to purchase cottages or buy leases. The pay is much less than in the United States navy, but the lower cost of living almost balances that, while title to property in these home ports can be acquired for less money than in similar real estate in the

United States. Furthermore, a sailor can enlist in the English navy at an earlier age than in our service, so that if inclined to thriftiness, he has several years start in the saving of wages.

But there is a similar saving of wages going on at the other end. Under European domestic economy, parents have the habit of accumulating a substantial dowry for their daughters. A boatswain, master-at-arms or any other petty officer in the royal navy drawing wages never interrupted by strikes, business failures, sickness, &c., and with a pension as soon as he retires is a catch which any English maid with a comfortable dowry might prefer to the store clerk of uncertain health, more uncertain salary and most uncertain pension.

In his home port the British man-of-warman is a citizen to whom deference is paid. Tradesmen salute him respectfully, for they know he always pays his bills. Merchants seek his custom because Jack is a good spender. Church folk nod respectfully to him because Jack is charitably inclined. Politicians hohobob with him because Jack has a vote and knows how to use it. And if there is an instance in which a respectable English man-of-warman was excluded from a public place of amusement, solely because he had his uniform on, I do not know of it.

These are some of the inalienable rights of man that accrue to the worthy enlisted man in the British navy as a result of the home porting system; and these are some of the rights that would come within the

reach of the enlisted man in the United States navy if the same or some other equally satisfactory method were adopted.

As conditions now are the enlisted man in the United States navy, no matter if he enters at the earliest age, seventeen years, cannot make the navy his life work and at the same time look forward to establishing a home for himself within a reasonable age. He gets good pay, good care and good food. It has been estimated that a good enlisted man, after a service of thirty years in our navy if he saves a moderate portion of his wages can retire with an income that would represent the interest on \$50,000 invested at 3 per cent, and still be under 50 years old, a condition that is the exception rather than the rule with the average thirty landman.

Under present conditions our enlisted man has little incentive to establish a home for himself because he has no definite knowledge as to where that home should be. He enlists say at the earliest age (seventeen years) and if he is a worthy sailor and secures the usual promotions at the end of ten years he could accumulate enough money from his wages to buy a modest homestead. But he knows not where to establish that homestead.

From one year's end to another he cannot tell where his ship may be. Should he remain in the service long enough to draw a pension (twenty to thirty years) he comes out a man approaching the half century mark, confirmed in the habits of sea life and not easily readjusted to land conditions.

By the home porting system enlisted men in the United States navy after a service of ten or fifteen years could establish homes at definite ports and have a reasonable assurance that they will be there as many months in every year as many business men on land remain in their homes. I am aware that difficulties are in the way of introducing such a system in our navy. Difficulties arise when any innovation is made in the service. But these difficulties can be overcome, or at least minimized, just as the navy has readjusted itself to other and even more radical innovations.

Of course experience of the service may require a war vessel to be sent to some other port than its own, temporarily at least. Then practice cruises may keep a ship at some distant point several months. Also there are squadrons to be maintained on the European and Asiatic stations and in the Philippines.

But only a small portion of our navy is detailed for foreign or permanent distant service, requiring a correspondingly small number of enlisted men to man them. Not all our enlisted men look forward to marrying or even establishing a shore home. Many are born bachelors and prefer the ship's home to an establishment on land. Then there are many under 30 years old to whom a three years cruise in foreign waters would be more of a pleasure than a hardship.

No insurmountable difficulty would be encountered by the Navy Department in ascertaining in advance the personal preferences of the enlisted men as to the kind of service or cruises they wished to engage in. I

am aware that under present conditions they can state what particular branch of the navy they would like to enter. Also if they had one ship in general they can ask for a transfer to another; but such applications usually require the approval in the estimation of both his officers and his superiors, the inference being that he has some definite reason for his wish or is a fellow hard to please.

A simple plan would be to permit any enlisted man, at any and many periods of his service, to fill out a blank form in which he could state in advance his preference for the kind of work or cruise he would like to engage in, and the statement to be made absolutely without prejudice to himself. These blank forms could be kept on file, and if accompanied so far as possible with the requirements of the department would go a long way toward inducing contentedness among the enlisted men.

This concession to the personal wishes of the enlisted men has been unofficially granted by the British Admiralty and by the Imperial Navy of Japan. It has done much to increase their navies and has been one of the means of keeping many of their most valuable seamen in the service to the retiring age.

I will remember a conversation I had with an English man-of-warman who was 27 years old, at Yokohama, Japan, some years ago. This fine young sailor had entered the royal navy at the age of 12 and had been seven years on stations far distant from England. As he expressed it, he had been having a jolly lark globe trotting it and had visited all the important ports in the Far East. "It's just like this," he said, "I have seen about all of the world I care to, and now I am ready to settle down in a fortnight my ship will be flying

the homeward bound pennant and in a few months I will be back in old England. I have saved over 100 pounds sterling from my wages, for I am well paid, and with that sum, together with the dowry the girl I am going to marry will bring me, we can purchase a cozy cottage near Chatham and settle down to married life. Of course I will be absent sometimes on cruises, but having done my fortnight of sea service I am entitled to preference to cruises in English waters, which are of short duration.

"As a matter of fact the English man-of-warman, if he is of the right sort and has a good rating, can be with his family almost as much as the average man engaged in trade or business on land. One thing is certain: English man-of-war-men do not have to make our families as fractious as the landmen do."

There is no sound reason why such an attractive prospect could not be held out to the enlisted man in the United States navy. As matters stand now he cannot look forward to such an attractive life work with any reasonable assurance of its fulfillment. By the home porting system our enlisted man, after ten or fifteen years of good service, and with a judicious saving of his wages, can establish a shore home for which, with his much higher pay, he is better able to pay than his British cousin and in which he will be able to spend as much of his time as the average landman spends at his home.

Of such men should the enlisted personnel of the navy be mainly made. They are the most reliable. All history has shown that the man with a family to defend is the best fighter who comes out in a foreign invader. This is the class of men who should form the backbone of our enlisted naval personnel.