

KROONLAND HERE SAW U-BOAT RAID

Dutch Freighter Sunk Off the Irish Coast in Full View of Passengers.

NEW TEUTON ROVER LOOSE

Supposed Submarine and Late a Strange Steamer Sighted in Midocean.

AMERICAN FREIGHTER SAILS

The Owego Leaves Here Unarmed for Genoa—The New York Due This Morning.

The Kroonland of the American Line arrived here yesterday from Liverpool with a dramatic account of the sinking of a freighter by a German submarine off the Irish coast. Another American liner from Liverpool, the New York, will dock here early today, according to a private wireless dispatch from a passenger, who stated that all on board were well.

The Cunarder Andania, which left Liverpool Jan. 31, reached the harbor late yesterday with nine cabin passengers and mails, and will dock early today. She carries a 6-inch gun aft. On the Italian liner Giuseppe Verdi, which also arrived here, more than 1,900 passengers faced the U-boat peril in the Mediterranean. Another unarmed American freighter, the Owego, sailed for Genoa.

Passengers aboard the Kroonland said they had witnessed the destruction by shellfire of a Dutch freighter off the Irish coast on Feb. 1, and later had sighted what the officers believed to be a German raider and a submarine in midocean.

Lights Out for Safety.

The supposed warcraft caused the commander of the Kroonland, Captain Thomas G. Barman, to approach the American coast without lights in order to avoid risks. Hitherto all American vessels have been illuminated with electric lights fore and aft to show the flag, the name painted on the sides, and the ensign flying at the flagstaff.

Among the seventy-eight first cabin passengers who stood on deck and saw the Dutch steamship sink was Miss Maud Kahn, daughter of Otto Kahn, the banker. She has been doing hospital work in Paris for the last six months, and was accompanied on the voyage by Miss Jessie Lawson.

Captain Barman said that when he saw the freighter heel over to port and sink he prepared to go to the rescue of her crew, who had got away in a lifeboat. He felt that he could not stand by and see the men drowned, but later he saw that the submarine had taken the boat in tow, and he continued on his course toward New York.

According to the Kroonland's officers and passengers, the officer on the bridge at 3:30 o'clock Thursday afternoon, Feb. 1, saw a big U-boat about nine miles to the southward overhauling a freighter with two masts and one funnel that was steaming along at 10 knots. The weather was very clear and the submarine could be seen plainly by the officers and the passengers on deck without using a glass.

Seven Steamers Near By.

The American liner had just passed the "Stacks" off the Fastnet, on the west coast of Ireland, and was about eleven miles off the land. An hour before a British destroyer had gone by at a 35-knot clip, bound north, and seven steamships were passing along in shore.

When the steamship, which was flying the Holland flag and had its name painted on both sides, was within five miles the officers on the Kroonland saw the submarine circle around the stern to see if she had a gun, and then steam up on the port side and order the Captain to stop. The order was obeyed.

"I could not see what was happening," Captain Barman explained, "because the Dutch vessel was between me and the submarine. At 4:15 we heard three shots fired and almost simultaneously she listed over to port, and in five minutes she had gone to the bottom."

After submerging for a few minutes the U-boat rose to the surface and took the lifeboat in tow. Nothing could be seen of all this from the shore. Captain Barman explained, because the Kroonland was by that time between the sinking Dutch vessel and the land.

Instead of towing the unfortunate sailors from the freighter toward the shore, and enabling them to land in an hour or so on the Irish coast, the U-boat took the boat seaward at high speed, right in the teeth of a southeast breeze and choppy sea which had suddenly sprung up. The men must have been drenched and frozen to their seats in the lifeboat, it was said, because the weather was bitterly cold.

The passengers on the Kroonland saw the submarine go away after the Dutch steamship had been sunk, but as they knew nothing about the German threat to attack neutral shipping on Feb. 1, they all felt safe under the protection of the Stars and Stripes which was flying at the stern of their vessel. On Friday afternoon, when the news was received by wireless and posted on the bulletin board, there was a good deal of excitement, and every one was glad to hear that the liner was some 300 miles to the westward of the coast of Ireland.

Again the routine of the voyage was broken at 7:50 o'clock on Monday morning, Feb. 5, when 1,200 miles out. The officers on the bridge sighted what appeared to be a funnel or a conning tow-

er of a submarine five miles away, slightly to the port quarter. Neither mast nor hull was visible.

In fifteen minutes the strange craft disappeared below the surface of the sea without attempting to get nearer to the Kroonland or make signals of any kind. Passengers who stood on deck aft and watched through their glasses became very thoughtful, and told the steward that they did not care about any breakfast just then.

When asked what he thought the craft was, Captain Barman replied that he could not form any opinion, unless it was a submarine of some kind. It appeared above the water mysteriously and went out of sight in the same manner. The passengers and officers were still discussing the incident at 9:30 o'clock, when smoke was seen away on the starboard bow.

Supposed Raider Sighted.

At 10 o'clock, when the Kroonland was steering west by south, a strange steamship was hull up and plainly visible about five miles away to starboard. She kept up with the liner easily and ran a parallel course until 11:30 when she altered her course to the southward, as if to join the submarine, and by noon she was hull down on the horizon.

Captain Barman and his officers believed she might have been a German raider acting as supply ship to one or more U-boats, as they thought that, if she had been a British auxiliary cruiser the vessel would have given some signal to an American liner.

The officers said that the stranger was of about 6,000 gross tonnage, 400 feet long, with high poop and foc'sle decks, two masts and one funnel and painted black, so far as they could determine in the glare of the sun, which shone directly on her.

The distinguishing marks about the stranger noted by the officers were a lower and upper lookout on the foremast, as on a whaler, a large crane hanging just forward of the funnel at an angle of forty-five degrees, two similar cranes on the quarter deck aft, suitable for hoisting boats or submarines, and two cargo booms lowered amidship at the base of each mast.

Captain Barman said she had lifeboats swung at the davits, and, judging by her superstructure amidships, looked as if she might be a passenger vessel. From her movements he judged she had a speed of sixteen knots or more. No sign of guns could be seen anywhere on her decks, the officers of the Kroonland said, but there were plenty of places for ports along her upper deck, where guns might be mounted and screened by canvas curtains painted the same color as the hull.

News of Break Announced.

Two days later, on Wednesday, Feb. 7, the passengers received the news by wireless that diplomatic relations had been severed between the United States and Germany, and they felt doubly glad that they were nearing home.

That night, about 11:30 o'clock, those who had remained on deck got another shock when a warship without lights was reported to be right ahead and apparently steering the same course.

The Captain said that as his lights over the side were burning the British cruiser, which he considered the stranger to be, could see the Kroonland quite plainly. After an hour or so the warship veered round to the southward and was not seen again. From that time the voyage was uneventful. No lights were burned on Saturday night approaching the American coast, and Captain Barman declined to tell what course he steered the last twenty-four hours.

Among the passengers who witnessed the sinking of the Dutch freighter and saw the mysterious submersible craft and the raider on Feb. 5 were Mrs. M. S. Boyd, wife of Captain C. C. Boyd of the Royal Flying Corps; W. A. Marshall and E. Hope Norton of London, and Irving E. Slater of Buffalo.

Because the American liners St. Louis and St. Paul were in the berths at the foot of West Twenty-second Street the Kroonland could not dock until slack water at 1:30 instead of 10 o'clock. Mr. Kahn went down to Quarantine to meet his daughter on the Coast Guard cutter Hudson, which made a special trip for him from the Battery.

In addition to the 78 first cabin passengers the Kroonland brought 85 second and 23 in the steerage.

The Owego took a cargo of grain and provisions for Genoa, and the American sailed for Brazil ports. The Owego is a single-screw steamship of 2,612 gross tonnage, built at Buffalo in 1888, and is operated by the Continental Trading Company of 50 Broad Street. On her last voyage the freighter was shelled by a German submarine in the Mediterranean. She is commanded by Captain Hatfield, and has a crew of twenty-eight men, of whom about 40 per cent. are American citizens.

The Giuseppe Verdi, from Genoa, Naples, and Palermo, had 10 first, 224 second, and 1,680 steerage passengers, mostly Greeks. After spending four hours in examining the ship the Health Officer of the Port sent 200 of the Greeks to Hoffman Island. The liner will dock at her pier in Jersey City this morning. She left Palermo on Jan. 26, and was clear of the Mediterranean before the new submarine edict went into force on Feb. 1.

Captain W. J. Roberts of the American liner New York sent a wireless message last night which said that he expected to reach Quarantine at 7 o'clock this morning. The liner then should get to the pier at West Twenty-second Street about 9 o'clock.