who was aboard the tugboat, Thomas F. Timmins and was the first person to sight the U-Deutschland in the Chesapeake. The submarine was under the auspices of the North German Lloyd Line and Felsmire played a role in dealing with its cargo. While aboard the Timmins, Felsmire was a crewman; but once the submarine reached the Baltimore Harbor, Felsmire became the skipper of the Motor Launch, Efco which serviced the crew and cargo.

For more information about the visit of the U-Deutschland to Baltimore

The visit of the submarine to Baltimore created a worldwide sensation when it happened. It was an exciting event and was reported by newspapers in most of the world’s large seaports. The world was watching to see whether the U-Deutschland could escape the British naval blockade waiting for it at the mouth of the Chesapeake Bay. If you would like to learn more about the event, consider the following:

♦ Go online and read the numerous articles about the ship and its crew in the Baltimore Sun.
♦ The New York Times carried numerous articles which can also be found online.
♦ The Maryland Historical Society published an extensive account of the event in its Spring 1992 Issue, available in many libraries.
♦ The Maryland Historical Society published a most interesting article in its Spring 2016 newsletter.
♦ The German Society of Maryland’s newsletter for July 2016 carried an account of the event, which is available on the German Society’s website, [www.germansociety-md.com](http://www.germansociety-md.com).
Dedication and Purpose

This pamphlet is dedicated to those people who made the Deutschland possible, particularly to the memory of Alfred Lohmann, the man who inspired the concept of a commercial submarine and was its designer. Funds have been provided by his great nephew, Kurt Waldthausen, to commemorate the event.

This pamphlet was prepared from secondary sources and is by no means to be considered authoritative. Its purpose is to acquaint the people of Maryland with a glance into the state’s past with an emphasis on the German American heritage as fostered by the German Society of Maryland and other German American organizations in the state.

Memorabilia

Over the years, both professional and amateur historians have been intrigued by the story of the U-Deutschland. Many magazine articles, newspaper articles, and even several books have been written about it. A few fans have even created models of the ship. One of the models was recently sold, purchased by Steven Zukosky of Palmerton, PA, a collector of Deutschland memorabilia. Mr. Zukosky has loaned the model to the Maryland Historical Society and it will be a part of that Society’s exhibit. Perhaps the major collector of U-Deutschland memorabilia is Dwight Messimer, who has written and lectured extensively on the subject.

HELEN DELICH BENTLEY

Helen Bentley, a member of the U-Deutschland centennial commemoration committee, served as the maritime editor of the Baltimore Sun, and in that capacity interviewed two important personages relating to the Deutschland arrival in 1916. Mrs. Bentley also served as a member of the United States Congress and was once a candidate for the role of governor of Maryland. Her close contact with maritime matters caused the port of Baltimore to be named in her honor.

As a reporter in the 1950s she interviewed Samuel “Owens” Coleman and Jimmy Felsmire. Coleman was the bay pilot which met the Deutschland after it entered the Chesapeake and led it into the port of Baltimore. He also led the vessel back down the bay when it began its trip back to Germany. Jimmy Felsmire was the agent of the Eastern Forwarding Company, a subsidiary of the North German Lloyd Line
capes, and the chances of its getting through seemed very slim. König escaped
the fleet, in fact, only because he got some unexpected help from friendly
American naval officers, many of whom disliked the British. They marked on
a chart a little-used course up the Maryland coast that enabled him to elude the
waiting fleet, and he reached Bremen safely.”

SISTER SUBMARINE DISAPPEARS

“Another unarmed German submarine, the Bremen, set off for America
soon afterward, carrying the same cargo of drugs and dyes that the
Deutschland had brought and planning to take home the same rubber and nick-
el, but it was never heard from again. König, however, made a second success-
ful trip toward the end of 1916. When he arrive at New London, Connecticut
on November 1. I went there to visit him, and after the war I met him in
Bremen and on his several visits to the United States.”

MENCKEN PASSES ON VISIT TO THE KAISER

“Mrs. Wood wanted me to visit the Kaiser also, but I was by now
eager to return home, and went to Bremen to board ship. There I met Captain
Paul König, who was by now marine superintendent of the North German
Lloyd, and he quickly got me good accommodations on the first ship out.”

The information concerning the relationship between
Mencken and Captain König was provided through the courtesy
of Vincent dePaul Fitzpatrick, PhD, the curator of the Mencken
Room at the Enoch Pratt Free Library.

CENTENNIAL COMMEMORATION

The Maryland community is commemorating the 100th
anniversary of the U-Deutschland. In addition to publicizing the
arrival of the U-Deutschland to Baltimore on July 9th, the com-
munity also has prepared exhibits for presentation at the German
Festival at the end of July. The Maryland Historical Society has
commissioned a major exhibit for presentation at its offices at
201 West Preston St. in Baltimore. The exhibit will commence in
October, 2016 and remain on display for one year. The exhibit is
open to the public under the Historical Society’s usual terms for
entrance to its museum.

The German Society of Maryland has provided support for the
commemoration, including assistance in the distribution of this
current pamphlet. The U-Deutschland Committee has consisted
of Dr. David Denisch, Director (and a distant relative of Captain
Paul König), Anton Smoot, President, and Theodore J. Potthast,

A Submarine Comes to Baltimore

In 1916, a commercial submarine entered the Baltimore harbor
bringing a cargo of pharmaceuticals and dye-stuffs from Germany to
America. These products had been a principal import from Germany to
the U.S.A. The U-Deutschland was slow by modern standards: a top
speed of 15 knots on the surface and 7 knots submerged. When the ves-
sel first entered the Chesapeake, it was boarded by the Coast Guard and
inspected. It was found that it was indeed a merchant ship and not a war
vessel and permitted to proceed to Baltimore.

In 1914, World War I had begun between Germany and its al-
lies on one side and Great Britain and France on the other. The United
States was a neutral country. The British navy had prevented all
German service ships from bringing cargo to the United States and from
importing needed materials into Germany. Desiring to continue trade
with North America, the Germans constructed two large commercial
submarines, the U-Deutschland and the U-Bremen. The U-Deutschland
made its maiden voyage from Bremerhaven, Germany to Baltimore,
Maryland, arriving on July 9, 1916. The submarine had successfully
crossed the ocean and entered the Chesapeake Bay. Baltimore was se-
lected as its destination because the city had a heavy German population
and was quite friendly to Germany.

According to an article in Wikipedia, Baltimore had a popula-
tion in 1880 which was 62% German immigrants and their descendants.
Between 1880 and 1916, that percentage had been diluted by immigra-
tion from Ireland, Italy, and Eastern Europe.

Captain Paul König

The captain of the submarine was Captain Paul König. Captain
König received a hardy welcome and became an instant celebrity.
A WELCOME BY BALTIMOREANS

A large part of the Baltimore population welcomed the officers and crew of the submarine. Much was written by national newspapers such as the New York Times about the welcoming of the submarine. The Germans had been criticized for its sinking of the Lusitania in 1915 and the Americans were supplying the British with armaments and ammunition. Baltimore’s Mayor James H. Preston was known for his German sentiments. Baltimore’s large Irish population was largely anti-British, due in part to the war for Irish independence which led to the creation of the Irish Free State in 1921.

A banquet was held to honor Captain König, attended by the mayor of Baltimore and the governor of Maryland. A celebration at a local park honored Captain König and was attended by 10,000 citizens.

The crew of the ship, sailed by 4 officers and 24 crewmen, made the rounds of the city and was welcomed into the homes of the Baltimoreans. The entire crew traveled to Washington, DC and went to the White House, hoping to meet with President Wilson. On that day the President was busy and directed the crew to meet with the Under Secretary of the Navy, Franklin Delano Roosevelt (later the President of the United States). Roosevelt spoke fluent German and entertained the crew.

A CREWMAN RETURNS

Sometime after World War I, a member of the Deutschland crew, Ludwig Schwarzschild immigrated to Baltimore and began a family. His grandson, Howard Hirsch, currently resides in the area and attended a memorial for Captain Paul König, sponsored by the German Society of Maryland in 2013.

The design on the opposite page and information is taken from an article in the Spring 1992 Issue of the Maryland Historical Magazine, which in turn acquired the information from Dwight R. Messimer, in his book, *The Merchant U-Boat*. Those sources reveal substantially more information than is shown here. Dwight Messimer is the acknowledged modern day expert on matters relating to the history of the *U-Deutschland* and the circumstances surrounding its life. Mr. Messimer resides in California and has been of great assistance in the commemoration of the centenary of the 1916 Baltimore visit.

H.L. MENCKEN AND THE U-DEUTSCHLAND

Henry L. Mencken during his lifetime, was the preeminent newspaper man in America. He was on the staff of Baltimore’s Evening Sun and had a worldwide reputation. He published nearly thirty books and wrote millions of lines of newspaper column. When the U-Deutschland came to Baltimore in 1916, the newspaper world was looking for him to make a statement. However, despite his pro-German sentiments, he held his tongue and pen. One of his readers was Kaiser Wilhelm and his son, the Prince. Mencken corresponded with them after the war.

The following are excerpts from Mencken’s book *Thirty-five Years of Newspaper Work*: “When the unarmed submarine, the *Deutschland*, arrived in Baltimore on July 10, 1916, I refused to have anything to do with the welcome arranged for it. That welcome was in the charge of Paul Hilken, son of old Henry G. Hilken, for many years the Baltimore agent of the North German Lloyd. I was well acquainted with his father, and had a high esteem for him, but the son always seemed to me a suspicious character.”

MENCKEN MEETS KÖNIG

“I met the commander of the Deutschland, Captain Paul König, at a German *Volksfest* that I tried in vain to escape, but saw him only a few times. One day Paul Hilken came to me with a proposal that I return to Germany on the submarine. The New York *Tribune*, he said, was willing to pay $50,000 for the privilege of putting a correspondent aboard, but he was against it because of the *Tribune*’s violent support of England. If I would consent to make the trip back to Bremen I could have the exclusive right free of charge, and would be free to sell my reports to the highest bidder, excluding the *Tribune*.”

MENCKEN IS SUSPECT OF OFFER BY HILKEN

“There seemed to be something fishy about this, and I refused at once. Indeed, I’d have refused if there had not been anything fishy, for I knew that a large British fleet was waiting for the *Deutschland*, outside the Chesapeake
The war had been going on for two years when the U-Deutschland arrived in Baltimore. Captain König asked the local German American community for financial aid for the widows and orphans of the soldiers killed in battle. He met with a resounding response. Those who made contributions received an iron cross which was commissioned to commemorate the event. The cross was made from the iron which had been used as ballast for the submarine. The cross was manufactured by the company G. Krug & Sons, ironworkers. The center of the cross featured an image of the submarine on one side and the image of Captain König on the other. Both images were the artwork of the famous Baltimore sculptor, Hans Schuler. Hans Schuler was the director of the Maryland Institute of Fine Arts, starting a school of fine art bearing his name which is still in operation in Baltimore, conducted by his granddaughter, Francesca S. Guerin. The G. Krug Company is still in business in Baltimore and is the oldest ironwork firm in the United States, dating back to the early 1800s.

One story of a donation came down from the Potthast family. Theodore Potthast, age 11 in 1916, was sent by his father with a handful of gold coins to the collection station, the offices of the German newspaper, “Deutsche Korrespondent”, then located on Gay St. in Baltimore City. Theodore received an iron ring showing the German cross, which is currently a family heirloom. Theodore later became a director of the German Society of Maryland and served in that capacity for nearly 50 years until his death in 1998 at age 93.

The world was aware that the Deutschland had to leave Baltimore to carry back to Germany the goods which it had purchased here for use in its homeland. The British Navy was waiting at the mouth of the Chesapeake Bay. Newspapers around the world were commenting on the expected confrontation between the submarine and the British navy, referring to the fox being chased by the hounds. Baltimore was
talked about in the media throughout the nautical world.

The U-boat secretly left the port of Baltimore on August, 1 and was accompanied by various boats, including a boatful of newspaper men until it submerged near the mouth of the Chesapeake. In any event, König took the vessel on a Northern route and did not head out to cross the sea until he was off the coast of New Jersey. He arrived to a hero’s welcome in Bremerhaven. A prominent Baltimorean, Paul Ludtke, who was a founder of Baltimore’s Edelweiss club and a member of the German Society of Maryland, was a young man who stood on the pier in Bremerhaven as the submarine pulled in the dock. Paul told our community of the great reception accorded to Captain König at that time.

THE LIFE OF CAPTAIN PAUL KÖNIG

Paul König had been a sea captain who was an official of the North German Lloyd Steamship Company. He was selected as the captain of the U-Deutschland as a result of his naval background and his leadership ability. Captain König spoke fluent English and had made two trips to the Baltimore Harbor before coming with the U-boat. Captain König wrote a book about his voyage and the book has been translated into English and published by the U.S. Naval Academy Press.

König had many friends in Baltimore and returned on several occasions after the war. During his 1916 visit, he viewed the city from the roof of the Baltimore Sun building and commented on how grandly the city had been rebuilt since the Baltimore Fire. König was visiting New York City in 1904 when the Baltimore Fire was raging.

Upon his death, a memorial service was held at the Zion Lutheran Church. Another memorial was held for him in New York City. He died on September 9, 1933. The story of Captain König and the U-Deutschland is also the subject of a book written by Dwight Messimer, entitled The Merchant U-Boat: Adventures of the Deutschland 1916-1918.

UNITED STATES ENTERS WWI

Germany had a very effective fleet of submarines which often sunk American vessels carrying war materials to Great Britain. President Wilson asked the Kaiser to stop sinking the American ships. The Kaiser responded by asking the President to stop sending guns and ammunition to Great Britain.

U.S. entered the war in late 1917. Once the United States entered the war, the Deutschland was converted into a warship. During the time it entered the German submarine fleet, the Deutschland was credited with sinking 43 merchant vessels. The U.S. brought the war to end on November 11, 1918. When the war concluded the Deutschland was taken by the British as a trophy and placed on exhibit in London for several years. It was finally taken apart for scrap metal in 1921.

A SOUVENIR OF THE BALTIMORE VISIT

Captain König commissioned an iron cross to be presented to donors to the widows and orphans fund. One side of the cross contained an image of Captain König and the other side an image of the U-Deutschland. Both images were produced by the famous German American artist, Hans Schuler.

One of the iron crosses, shown on page 5, was found in the archives of the German Society of Maryland. It is assumed that the Society made a contribution to the fund, although there is no documentation to support the assumption.