

FIRE ON BOARD EMDEN MELTED BOTTLES BEFORE SHIP WAS BEACHED

Munich, April 20—The fascinating record of the German cruiser Emden, which in her twentieth century career rivalled in dash, romance and picturesque the most romantic tales of ancient days, will never be told in full. The following letter describing the ship's last battle, written by one of the cruiser's surviving officers to his parents, gives in some measure the tang of that wonderful adventure. The letter, published in The Munich-Augsbuerg Evening Gazette, is as follows:

"Indian Ocean, Nov. 22, 1914.

"Aboard H.M.S.

"Dear Parents—I trust you did not worry too much about me when the news came to you of the destruction of our fine ship, November 8, the day before our last battle, Lieutenant Schall and I were sent aboard the collier Burek as guards, to enable Lieutenants Munchen and S., who had not been aboard the Emden at Penang, to participate at the landing manoeuvres on the Cocos Islands. Both officers, together with the chief officer and forty-one men, escaped aboard a schooner the night after the battle, and if we had not changed places I am sure I would now be aboard that schooner instead of sitting here a prisoner of war."

"Our commander at first mistook the Sydney for the Newcastle, which, with her two 15.2-centimetre and eight 10.2-centimetre guns, would most decidedly have been an easier adversary. As it was, we were facing with our five 10.5-centimetres the five 15.2-centimetre guns of the Sydney, whose speed, moreover, is 23 knots against ours of 23.5 knots. The Sydney has an armor belt that our guns could never penetrate and has torpedoes besides.

"Our artillery had at first good aim and put the survey apparatus of the enemy out of commission, so that the latter was during the first half of the battle, either too far off or too close by. The Sydney, however, thanks to her speed, never allowed the Emden to approach within torpedo range, and finally her stronger artillery got the

best of us, their shells of 45 kilos against ours of 16 kilos.

"Our men fought very bravely. Only two of our gunners remained uninjured; two were slightly hurt, seven gravely injured, all others killed. The barkeeper, two assistant bakers, ammunition men and sanitary men finally served the guns until no more ammunition could be brought up as all shafts and elevators had been shot to pieces.

OFFICERS SERVE GUNS.

"Two officers who served the guns when there were no more men to handle them were fatally injured and one wounded. Almost by a miracle the commander remained uninjured. After the ship had all been shot to pieces he ran her aground on North Keeling Island in order to save as many lives as possible.

"I had to look on from aboard the collier while the battle took place, hardly twenty-four hours after I had left the Emden for the first time to go aboard the accompanying collier. When we noticed the Emden make for the shore—her foremast and two funnels had been shot down, the third falling soon after—we attempted to escape with our collier, but were caught after one and one-half hours. We tore out two valves in order to prevent the coal from getting into English hands. The valves we threw overboard. The Sydney took us for an armed merchantman and sent a shot above our heads to stop us and stayed far off, which was a good thing.

"When the Sydney's boat came alongside the collier was full of water and could not be saved. We were taken prisoners and put aboard the Sydney, which steamed back very slowly to the Emden and reopened firing at four o'clock, as the flag was still flying from the aftermast. This renewed shooting cost us at least an additional twenty-five dead, for all the men on board the Emden were unprotected and the ship was full of water.

"The commander of the Sydney, on account of the high sea in which the Emden lay, did not want to save the rest of our crew on the same day. I asked permission to row over to the Emden with water and bandages in order to help the wounded. The commander of the Sydney promised to send assistance the next day.

"The Emden looked frightful. The three funnels were toppled over, the foremost hanging to port. The entire after part of the ship had been riddled and burned out as the result of the exploding of the ammunition. The heat must have been intense as the secret papers in the safe had been burned and bottles had melted together.

BLACK WITH POWDER.

"Access to the forecabin could be had only by means of boards. The commander was all yellow from powder and black in the face, but otherwise unhurt. Lieutenant von G— who had been appointed to duty on board the Emden two years ago, when I also was appointed, had gone overboard with the foremast, in which he stood as observer. Boel, my faithful orderly, had been catapulted overboard when a shell burst on the ship.

"The night was dreadful. Some of the wounded were so severely injured that we did not know how to bandage them and whether one should give them any water. The water I had taken along lasted only until two o'clock in the morning.

"We slept on deck covered with blankets. The ship shook every time a wave struck her, while the after part settled slowly. We vainly attempted to get a line to the shore, five hundred feet away, but were unsuccessful until the Sydney returned the following noon to take us off—about a hundred and ninety men. We remained aboard the Sydney until we reached Colombo on Sunday morning, November 5. On the same day we were transferred to the —, and on November 16 to the —, where we are closely guarded, numbering fifty-two, behind barred doors. Twice a day we are taken out for an airing.

"Our clothing consists of just what we have on. Why buy thick clothing in Port Said. If we only had news from Germany! I think we are going to be taken to England. I hardly think there will be any exchange of prisoners for some time to come."

"ERICH FICKENTSCHEER.

"Lieutenant (at sea.)"

The last part of this letter is missing, presumably held back by the censor.

The affairs of the Dominion are now dictated by Hon. "Bob" Rogers, and the affairs of Ontario are different from Ottawa by Hon. Frank Cochrane. Such is the position to which we have fallen. Yet Mr. Rogers tells us that we need an election to restore democracy in this country. What a humbug this man is. He dominated Manitoba with his machine for a long time. That province is not yet free, but the chain is well nigh broken.

"How fast if your car, Jimson?" asked Harkaway.

WALRUS INDUSTRY IMPORTANT TO NORTH

Huge Creatures Chiefly Valuable for Their Hides—Eskimos Like the Flesh for Food

Thousands of walrus used to be killed in Behring Sea and the Arctic Ocean every season for their oil and ivory, but owing to the abundance of oil now being produced from other sources, the walrus has not been hunted so much for that purpose as they were in former years. In years gone by the Eskimos delighted in adorning their weapons and shoes with their sleds with ivory before iron was introduced to them. Although the flesh of the walrus is not palatable to white men, it forms a staple food for the Eskimos. When the natives make a killing, they dry vast quantities of walrus flesh in the open air, and each family stores it away in an underground cache, to be used when other food is scarce. The Eskimos use the skin of the walrus to make their famous skin boats, and roving to their homes. They also use the skin for making rope. The green hide, are split to the desired thickness, and a strip is cut around and around the hide until it is several hundred feet in length. It is then stretched in the open air to dry. The Eskimos use the walrus hide rope in preference to the best Manila rope that is made. The natives of north-western Alaska and Siberia use the entrails of the walrus to make raincoats. The cut of the garment is perhaps not very stylish, but the material is of the best; the membrane is tough, very light, and absolutely waterproof—a very important consideration to the natives of that inclement country.

Skin Very Valuable

The tanned skin of the walrus is in great demand by silversmiths for polishing the surface of fancy metal. The green hide of the walrus is from two to three inches in thickness. The tanning of such a heavy hide generally occupies a year or more. For this purpose the thickest part of the skin is the most valuable. The soft and tough texture of the leather makes it particularly desirable for polishing all kinds of fancy metal work. For this purpose the hide is cut into a circular shape, which makes a buffer wheel of solid leather. So far there has not been found a satisfactory substitute for this purpose.

Owing to their impenetrable haunts upon the ice, and the fact that the price of ivory is constantly going down, the walrus bid fair to withstand the ravages of commercialism. A new industry has sprung up, however, that makes a walrus skin as valuable as the skin of a fur seal, and this is again making the walrus a very much-hunted animal. A London company is buying all the green walrus hides that can be produced. The young walrus skins and the thin parts of the big skins make finer suit cases and satchels than any other leather. For this purpose the walrus skin is split, and when properly tanned, the leather is remarkably pliable, and the grain rich and velvety.

To supply this demand, many power schooners outfit at Nome every spring to hunt walrus in Behring Sea and the Arctic Ocean. They take on crews of Eskimos, who are hired on shares, and receive as their quota the ivory and choicest cuts of the walrus meat, the owners taking the skins as their share.

Many Carcasses Lost

Notwithstanding that these hunters are good marksmen, a very large percentage of the walrus that are shot are not recovered. The walrus are very hard to kill. If there is any life left in them they will wriggle off the ice into the sea and sink in a very short time. A dozen bullets may be fired into the body of a walrus and not have the desired effect. Practically its only vulnerable spot is the brain which is situated about eight inches behind its eyes, and about three inches from the top of its head. This, of course, is no easy mark to hit especially if the hunters are sitting in a boat, for the walrus are mostly found upon ice floes that can only be approached by a small boat. With this promiscuous and wasteful shooting a great many walrus are wounded and rolling off the ice floes into the sea, are lost.

The storms that frequently come up on Behring Sea wash hundreds of these carcasses up on the shores of Siberia and Alaska. The ivory is usually recovered by the natives, but the flesh and the skin are generally decomposed beyond the stage of usefulness.—Rod and Gun.

Proving the Gyroscope

The university of Paris has installed an electrically driven gyroscope of great power for experimental purposes.

A NEGLECTED COLD WILL VERY OFTEN TURN TO CONSUMPTION.

Never neglect what at first seems to be only a slight cold. Perhaps you start to cough, a little irritation in the throat ensues, then it gets lower down, settles on the lungs and bronchitis sets in, and you start to raise phlegm of a greenish, yellowish color, and you cough persistently.

If you let the simple cold run it will surely develop into something very serious, and perhaps consumption.

On the first sign of a cold or cough go to your dealer and procure a bottle of

DR. WOOD'S

NORWAY PINE SYRUP.

A few doses will convince you that it is just the remedy you require.

Mrs. J. W. Pearsons, Amherst, N.S., writes: "Some time ago my daughter had a very bad cough which settled on her chest. She had no rest day or night. I gave her everything I could think of, but without doing her the least bit of good. At last I thought of Dr. Wood's Norway Pine Syrup, so I got a bottle for her. She had not taken half of it before she got relief, and with the remainder she was completely cured. Now when any of the family have a cough we always know what to get for it."

Dr. Wood's is 25c and 50c. Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

SEVERE FIGHTING IN NORTHERN FRANCE

London, April 20—In the semi-weekly narrative written by an officer at the headquarters of the British army in France, under date of April 19,

and given out today by the official press bureau, the writer reports the capture by the British of a German position on a hill to the west of Zwartelene. Both belligerents lost many men. He also reports increased activity among the heavier-than-air service and says that four German aeroplanes were brought to earth within three days. The officer's account says:

"The improvement in the weather since the last report resulted in an increase in the activity of both our own and the enemy's air service. Advantage in the exchanges has been with us. In the Ypres district four hostile aeroplanes have been brought down in the last three days, two by us and two by the French. Yesterday one of our airmen drove off three hostile aeroplanes, completing subsequently the reconnaissance on which he was engaged.

MINES EXPLODED

"Early on April 15, the enemy shelled our trenches near St. Eloi heavily and exploded a mine which injured some of our parapets. No attack followed and the damage was promptly repaired.

"On April 16, the enemy exploded three mines in the La Bassée district but they were quite harmless.

"On the evening of April 17th we exploded a mine under Hill No. 49 on the Ypres-Comines Railway, to the west of Zwartelene. This immediately was followed by an attack which gained possession of the whole of the enemy's trenches on the hill. The enemy suffered heavily from the

explosion and we took two officers and fifteen men prisoners. In spite of a heavy bombardment which caused many casualties, the trenches captured were put in a state of defence during the night.

The enemy renewed the bombardment towards morning and followed this at 6.30 a.m., with a determined counter-attack. This attack was pressed home and still hand-to-hand fighting ensued. Our infantry fighting with great gallantry and determination, and well supported by artillery, drove off the enemy with complete success.

BRITISH LOSSES HEAVY

"Our losses were very heavy, but the Germans suffered still more severely, particularly from our machine guns, which caught them in close order in the open.

"Throughout the 17th, the enemy repeatedly renewed his attacks, making desperate efforts to regain his position, which was of great importance. At one time they succeeded in gaining a footing on the southern slopes of the hill, but they were promptly driven back again. At nightfall the whole hill was in our hands and the ground gained had been consolidated.

"This morning the enemy's attacks ceased, but they continued to bombard the hill.

"In the latter fighting two more officers and thirty men were captured making a total of four officers and forty-five men.

"The statement in a recent German official communication that we are using asphyxiating gases in the Ypres district is false. It doubtless was made to justify the use of these gases which have been freely employed by the Germans themselves in their attacks on Hill No. 69. Germany signed a clause in The Hague convention eliminating the use of asphyxiating gases."

Montreal Herald:—The reason for the Hon. Robert's performance is this. In the last provincial election of Manitoba, the Conservatives only just managed to hang on to office by their teeth and toenails. Since that time they have been responsible for so great a scandal in connection with the construction of government buildings that the Lieutenant-Governor has had to intervene and demand the appointment of a Royal Commission to investigate the whole thing. The Hon. Robert Rogers evidently wants a general election to be brought about before the report of the Royal Commission is presented. If the report reveals what it is expected to reveal, the Roblin administration will be thrown out and the Liberals will sweep the province. What chance would the Hon. Robert Rogers and his candidates have in Manitoba after that? Why, none at all. That is why there is now such an insistent demand from the man from Manitoba for an election. The deluge is coming!

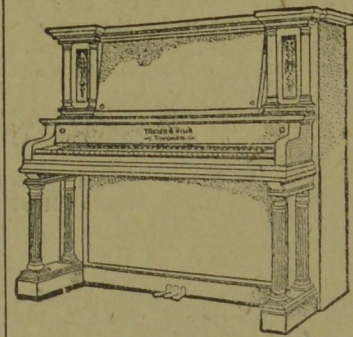
D. King Hazen of St. John is in the city.

George W. Fowler M. P. of Sussex is at the Barker House.

Mr. M. McDade of St. John, is among the guests at the Queen.

J. M. Queen of St. John is in the city.

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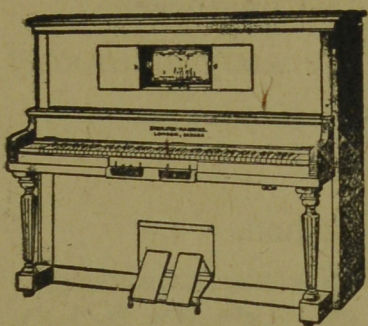
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