

MADE THE CAPTAIN HELP BLOW UP SHIP

German U-Boat Surprised The Briardens in a Mist

Seat Bombs by Ship's Boat - These Were Laced in the Hold, Making the Vessel - Crew Picked up by Another Steamer - Captain a Nova Scotian

An interesting account of the methods employed by German submarine commanders in sinking British merchantmen was related by Captain Joseph Faulkner of Nova Scotia, formerly commander of the steamship Briardens, who arrived in New York the other day from Liverpool on the American liner St. Louis.

His vessel sailed from Bush Street, South Brooklyn, on Nov. 16 with 8,000 tons of general cargo for London and was sunk on Dec. 1 near the Wolf Rock Light, about eleven miles from land, at the mouth of the English Channel. His crew of twenty-seven men were picked up by the Dutch steamship Luna, which had company nearly all the voyage from New York with the Briardens, and were landed at Falmouth.

"If the weather had been clear," said Captain Faulkner, "we should have seen the submarine and got away from her, because there were patrol vessels and destroyers all around us which would have responded to an S.O.S. call."

"The submarine was painted a bluish gray, and as she lay awash on the sea in a big western swell it was almost impossible to distinguish her in the haze that hung over the water. I had left the bridge for a moment in charge of the second officer at 8 o'clock in the afternoon, when a shot boomed on the starboard bow somewhere in the mist and passed ahead of the ship. Two minutes later a second shot whizzed over the ship's head, followed by a third, which

also missed us, although by that time the Briardens was broadside on to the submarine. "By that time I had got on the bridge and stopped the ship, and the crew were all on deck ready to take to the boats. The submarine was half a mile away, and hoisted some signal that I did not understand, but I supposed it was for us to abandon the ship, which we did in two of the lifeboats. There was a sharp southeast wind blowing, which blew the tops of the waves rolling in from the western ocean into whitecaps and hid the submarine from view at times. I pulled over to the German craft in my boat, and the commander in parrotlike sentences, asked me what ship it was, what cargo there was on board and where I was bound. The submarine was quite small, and was one of the older class of U-boats, but had no identification marks on her side.

"The German commander ordered three of his crew into my boat and signified to me that he wished them to be taken over to the Briardens and I was virtually compelled to assist in the sinking of my own vessel. Several bombs about the size of tomato cans were handed over the side of the submarine, which my men passed along very gingerly, and they were stowed in the stern of the lifeboat.

"When we arrived alongside of our ship we were astonished to see the German sailors toss the bombs up onto the deck as if they really had been canned tomatoes. The time fuses were not set and there was no danger of their exploding. These fuses, by the way, did not allow any too much time; the first bomb exploded while the German sailors were getting back into my boat after placing the bombs in the hold.

"The Briardens had 800 tons of apples in boxes in the forehold, and as she sank the hatch blew off and the sea was covered for over an acre with boxes of apples floating so close together that it would have been easy to walk on them."

The Dutch steamship Luna had been held up that morning by a British cruiser to show her papers so she was not near the Briardens when the submarine stopped her, but arrived after that vessel had been sunk. The German commander went alongside and ordered

an officer to come to him with the ship's papers, which were made out for Rotterdam direct. This was fortunate for the captain, as he was really instructed to call at Falmouth for orders. After examining the papers the Luna was allowed to proceed, and her captain was ordered to pick up the Briardens' crew. The submarine towed the two boats over to the lunch steaming and then disappeared.

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Peeresses Will Cut Out Luxury

Wives of British Members of Parliament Also Economizing in Interests of the War

London, Jan. 4.—A month ago the women's branch of the National War Savings Committee sent a series of questions to peeresses and wives of members of parliament. About 200 replies have already been received. Some of them show that some women at least are endeavoring to cut expenses. One peeress writes that her husband is "cutting down indoors and out, putting an end to all luxury. She personally is doing without a maid, while His Lordship has dispensed with his valet, tobacco and spirits. Chocolates, theatres, motoring, traveling and visiting have been cut out, and there is no more entertaining of shooting parties. Economy is being practiced in the matter of clothing, evening dresses being tabooed. The writer continues:

"The castle is being closed, only a few rooms in one corner are occupied. We moved to the small rooms, dismissed all the staff except loyal women thus making drastic reductions possible in every direction. All fireplaces have been rearranged and fire bricks and coal savers put in. Out doors no eligible men have been kept on the estate. The wages of the work-people have been raised to meet the cost of living. Our cottages are all given rent free and large supplies of coal and wood in addition. Girls are employed in lieu of men in the gardens, and potatoes grown in the flower beds. The lawns are used for hay. The stock in the deer park has been systematically reduced for food supply and keepers have gone."

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URGES NATIONAL GOVERNMENT

(Toronto Star) Industrial Canada believes that the government at Ottawa needs such a shakedown as recently startled England. Among the reforms that Lloyd George intends to bring about it mentions the suppression of all work invulnerable to the war, the issuance of food tickets for food supplies and the enlistment of men from occupations hitherto exempt. It points out also that in England all the taxation of incomes in some cases is over 50 per cent, while Canada is apparently satisfied to let posterity pay the greater share of the expense. The criticism is not of a partisan character, and is evidently due to a sincere desire to infuse life and energy into the government. Industrial Canada during

TRIPLETS BORN AND FATHER OUT OF WORK

With the coming of the New Year came three baby boys to the home of Mr. and Mrs. Denny Marabile, who live at 248 Maverick street, East Boston. The three lusty-lunged boys are thriving, but the mother has been very ill. Mr. Marabile, the father, has been out of work since Dec. 15, and at present his prospects for a job are very poor. The home was in straightened circumstances. The fire was out, and there was very little to eat for the other five children. In fact, he was in such poor financial circumstances that when requested by the attending physician to have his wife removed to the hospital, Mr. Marabile had to go out and borrow \$7 from one of his friends. "If I can find work I will be a happy man," he said.

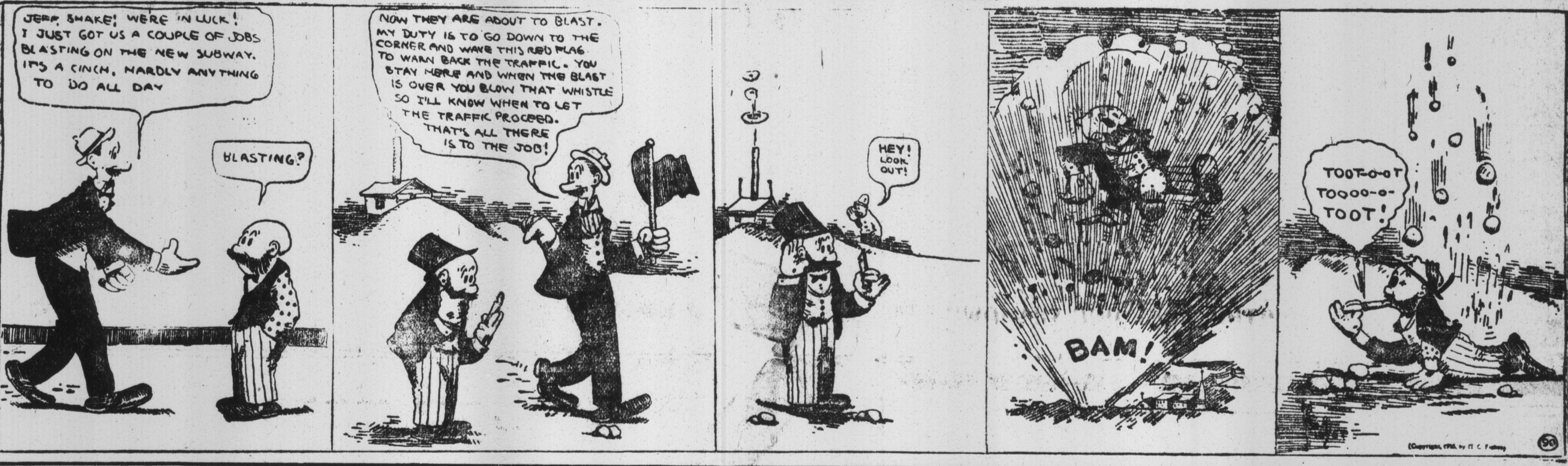
Either Ear Will Do

"I want to buy a piece for my daughter," announced a woman, bustling into a local music store one day. "What grade? For how old a person? How far advanced is your daughter?" asked the clerk. "Oh, Myrtle's only 14, but she can play anything, no matter how hard it is, when once she gets it by the ear!"

Mutt and Jeff—Jeff Seen His Dooty and He Done It

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By "Bud" Fisher



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