

STORY OF THE BOLD GERMAN RAIDER 'EMDEN'

(Continued from page 2)

Ross, the owner of the islands. They had with them four Maxim guns and ammunition, and sailed at 6 p.m., while the Sydney was still absent at North Keeling. The subsequent adventures of this party must have provided excellent material for a most interesting book, for, after crossing the Indian Ocean under sail, the schooner eventually arrived at the Turkish port of Jeddah, in the Red Sea. Here her crew left her and went ashore, and after an overland journey through Asia Minor, with many adventures, including several attacks by bands of wandering Arabs, eventually arrived in Constantinople.

Early on 10th November, the day following the engagement, the Sydney set about succouring the Emden's wounded. Captain Von Muller himself was unhurt, and after receiving a promise from him to the effect that the Germans would not attempt to damage his ship, Captain Glossop embarked all the survivors. The work of transporting the wounded was a very difficult task, for the heavy swell on the reef made it dangerous for boats to go alongside the stranded schooner. Some of the crew had managed to get ashore in spite of the surf, and it was here, it is said, that several of the more badly wounded, unable to help themselves, were attacked by the enormous land-crabs with which the islands abound. The story has often been put down as untrue; but from personal experience of Keeling Cocos, the writer can affirm that the crabs, ferocious-looking creatures with large claws strong enough to break through the shell of a ripe coconut, are quite capable of attacking a wounded man who is unable to drive them off.

The state of some of the Emden's wounded was deplorable. Already many of their hurts were gangrenous; but with infinite care and no little risk they were all taken on board the Sydney, where the doctor, assisted by the surgeon and some assistants from the cable station, did all he could to alleviate their sufferings. Over one

hundred officers and men of the Emden had been killed during the action, while fully fifty more had been wounded, and of these several died subsequently.

The ship herself was in a terrible state. All three funnels and the foremast had fallen, while superstructure, boats, deck fittings, and hull were riddled-through and through with high-explosive shell splinters. The Sydney's casualties were comparatively light, only three men being killed and fifteen wounded, and they all occurred at the start of the engagement. The ship was only hit ten times, and was barely damaged.

The details of the two vessels were as follows: Sydney—5440 tons, 25.5 knots, nine 6-inch guns, four 3 pounders; Emden—3544 tons, 24.5 knots, twelve 4.1-inch guns. From this it will be seen that the Sydney had a great advantage, particularly as her superior speed and heavier guns enabled her to keep off to a range at which the German's weapons could inflict little damage.

But Von Muller, overmatched as he was, fought his ship very gallantly, and throughout the whole of his career he had behaved in what, for want of a better word, we may call a thorough gentlemanly manner. He never took life unnecessarily, and was always courteous and considerate towards his victims; and when the Admiralty gave orders that he and his officers were to be accorded all the honours of war, and were to be allowed all the honours of war, and were to be allowed to retain their swords, their lordships only voiced the sentiments of the British public, in whom a love of fairplay is innate. Captain Von Muller was a "sportsman." His exploits were rather akin to those of the celebrated Lord Cochrane; and in carrying on his war against British commerce he ran daily risks of being brought to action and destroyed by a superior force, while all along he must have realised that his eventual capture was only a matter of time. He did his work well, too well from our point of view; but, enemy though he was, his sporting behaviour rather appealed to the hearts of British people.

The Sydney rendered a great service in ridding the sea of the notorious raider, and the congratulatory message from the First Lord of the Admiralty—"Warmest congratulations on the brilliant entry of the Australian navy into the war, and the

signal service rendered to the Allied cause and to peaceful commerce by the destruction of the Emden"—was thoroughly well deserved, more so than ever because many of the Sydney's men were Australian seamen, who behaved magnificently under fire.

The news of the Emden's destruction was received with great acclamation at Lloyd's and by ship-owners generally, for her successful forays had put the premiums up and had occasioned no little concern on the insurance markets. During her comparatively brief career she sank vessels worth about six hundred and fifty thousand pounds, carrying cargoes to the approximate value of three millions sterling; and this result only shows what an enormous amount of damage could have been done on our trade routes if the Admiralty method of dealing with hostile commerce destroyers had not been so effective and efficient.

It is believed that the Commonwealth Government has recently accepted a tender for the salvage of the Emden and her removal to Australia. If the venture is a success, Australia will have a monument of which she may well be proud; for, if it does nothing else, it will show that her home-bred seamen are as capable of giving as good an account of themselves in action as are her gallant troops now adding to their already fine record in the trenches in France.

GOOD NORTHERN FISHERY NEWS

The S.S. Susu brings the news that at Change Islands there is a very good sign of codfish. Mr. Roberts made a haul of 100 qts in his trap, the only one out there, one day last week. He secured 75 qts, losing the rest of the fish. At Seldom Come Bay there was also a very good sign and traps had from six to 10 and 12 qts of fine large fish. There is a sign at 1000 but ice interferes with the getting out of twine.

A NEW LOCAL BANK

We hear to-day that the Grace building, purchased by Mr. K. R. Brown, will be altered and put in thorough order. It will be converted into a new local bank, the need of which is apparent here. We hear that several prominent business men have the matter in hand and that one has invested \$100,000 in the concern.

MONDAY AND TUESDAY AT THE NICKEL

"To Cherish and Protect."

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WEDNESDAY—THE ROMANCE OF ELAINE, and BIG HOLIDAY PROGRAMME.

WAR MESSAGES

Wont Accept Germany's Version re Sinking of Tabantia

LONDON, May 22.—The Dutch Government has decided to send a strong note to Berlin, saying that the German version of the torpedoing of the Dutch steamer "Tabantia" cannot be accepted and is holding Germany responsible for it, says a despatch from Rotterdam.

Well Known Racer And Aeronaut Killed

PARIS, May 22.—Georges Boillot, automobile racer and aeronaut, was killed in a fight with five German aeroplanes. He succeeded in bringing down one German machine before a bullet pierced his heart. Boillot served earlier in the war as chauffeur to General Joffre. He won the grand prize of the Automobile Club of France in 1912 and 1913.

Two More German Steamers Sunk

STOCKHOLM, May 22.—The German steamers "Hebe" and "Pera", carrying coal, were sunk on Saturday night by a submarine off the southern coast of Cape Oland, in the Baltic.

Steamer Sunk As Result of Collision

LONDON, May 22.—Lloyd's Barry correspondent reports the British steamer "Salient" returned to port after having sunk, during a collision off Rhooze Point on Saturday night, the Danish steamer "Havet", a vessel of 1405 tons. Twelve of the Havet's crew are missing. The captain and three men of the crew were rescued by the Norwegian steamer Ivanhoe.

Sentence Confirmed

LONDON, May 22.—Official confirmation was obtained to-day of reports that a sentence of ten years in prison had been given in the case of Jeremiah Lynch, an American citizen, charged with having participated in the Irish rebellion.

British Losses

LONDON, May 22.—To-day official casualty list covering losses in killed, sick, wounded and missing on all British fronts during last week, gives the number of officers as 306, of whom 79 were killed, and that of men as 8791, of whom 1547 were killed. This makes the total number of casualties 9097, of whom 1626 were killed.

Austrians Claim 13,000 Prisoners

VIENNA, May 21.—Austria claims capture of 13,000 Italians as prisoners, twelve centimetre howitzers, 107 guns, and 68 machine guns, since beginning of the offensive.

Italy Reports Austrian Offensive Broken

ROME, May 21.—Italy reports the Austrian offensive broken, and the capture of a thousand prisoners, large stores of munitions and provisions from retreating Austrians.

The S.S. Glenella arrived here to-day from New York to A. J. Harvey & Co.'s after a good run with a cargo of hard coal.

Russians Join British on the Tigris

LONDON, May 21.—A force of Russian cavalry have joined the British Army on the Tigris, in Mesopotamia.

Russians Occupy Saksa

PETROGRAD, May 21.—Russian troops have occupied Saksa in Persia, and advanced on the village of Ban.

NOTICE TO MOTOR OWNERS

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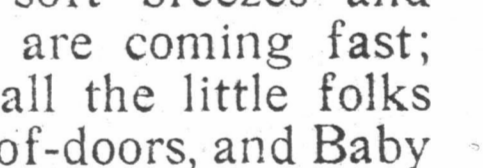
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