

How a British Squadron Administered Punishment To German "Baby-Killers"

In Their Attempt to Again Raid Unfortified British Pleasure Resorts, the Germans Ran Across Sir David Beatty's Battle Cruiser Squadron and Were Warmly Welcomed.

GERMANS SPEEDILY MADE FOR HOME BUT SOME WERE UNAVOIDABLY DETAINED

And Some That Did Get Back—the Finest Ships of the German High Sea Fleet—Were Seriously Damaged—Admiral's Ship Lion, in the Thickest of the Fight But Not Seriously Injured

London, Jan. 26.—Out into the biggest German floating forts and sent them whimpering to cover, as they left one of their number behind to sink.

Britain Rejoicing.

London and all the United Kingdom, which usually spends a quiet and sedate Sabbath, was joyful on Sunday night, because the vigilance of Vice-Admiral Beatty and his men proves that the Germans cannot again raid the undefended towns on the East Coast, as they did when a squadron stole through the fog a few weeks ago and bombarded Scarborough, the Hartlepoons, and other coast towns.

It is apparent that the powerful German squadron defeated to-day was bound on a similar mission of raiding despite the protests of the civilized world against the bombardment of unfortified places and without previous notice.

British Losses.

11 British seamen were killed and, as only eleven on board the Lion, the flagship of the Vice-Admiral, which led the battle line, were injured, it is indicated that the British vessels suffered little damage.

News is anxiously awaited of another battle which started at about the same time between the light cruisers and destroyers which accompanied the larger fighting ships of both navies. These small German vessels, in the hope of escaping, started off in a different direction, with the smaller British cruisers and destroyers in hot pursuit, and all their long-range guns popping.

The Admiralty was without news concerning this encounter and all London was anxiously waiting news on Sunday night, but confident that the "little fellows" gave as good account of themselves as did the big fighting monsters that whipped the

The Derfflinger is the largest and latest vessel in the German navy, having left her builders since the beginning of the war. She was of 28,000 tons, had 100,000 indicated horsepower and mounted eight 12-inch guns, twelve 5.9-inch guns and twelve 3.4-inch guns. She had 4 torpedo tubes and a speed of 27 knots. Her complement was about 1,200 men.

The Seydlitz was only a little less powerful. Her tonnage was 24,640. She had 100,000 indicated horse power and carried ten 11-inch guns with her other guns, the same as those of the Derfflinger. Her speed was 29 knots and she was the speediest of the German vessels engaged in Sunday's fight.

Badly Damaged.

Vice-Admiral Beatty's report indicates that two of these great fighters reached the shelter of a mine field seriously damaged, and this means that two of the most powerful units of the German navy have been made ineffective for at least a long time. In Admiralty circles this is considered almost as good as the destruction of those vessels.

Although the Blücher was built in 1908 she was completely re-rigged last year and, while not classed as a battle cruiser, she was in the next class to those latest of sea fighters.

The Tiger, the Lion and the Princess Royal each mount eight 13.5 guns in their main batteries and the New Zealand and the Indomitable each have eight 12-inch guns. The Tiger, with 28,000 tons and an indicated horse power of 100,000, leads all British cruisers in battle efficiency.

On Dutch Coast.

While the Admiralty does not state in its official report where the battle took place it is known from other reports that the running fight started in the North Sea, just north of the Islands of Ameland and Schiermonnikoog. These are part of a chain of islands that skirt the Northern coast of Holland and on Ameland is the town of Nes, where the residents a few days ago sighted the three Zeppelins as they passed westward bound toward the English coast to drop bombs on Yarmouth, Cromer, Sandringham House and other places.

At Nes and other places in the north of Holland the booming of the big guns could be heard plainly and the residents knew that a naval battle was in progress.

In leaving the naval base at Cuxhaven, protected by the big guns of Heligoland, the German squadron apparently took the most direct route to reach the open waters of the North Sea. They passed between the Holland coast and Heligoland, probably close to the Dutch coast.

Vice-Admiral Beatty's squadron, patrolling that section of the North Sea which is the most dangerous because of the mine fields, sighted the Germans soon after daylight, according to despatches received here, and started in hot pursuit.

That it was a long pursuit even before the British battle-cruisers got into range with their fifteen and a half inch guns, is shown by the fact that they did not open fire until half past nine o'clock.

German Shots Missed.

Then for four hours, or thereabouts, the bombardment continued. It was a rear-end fight, with the Germans crowding on every ounce of steam in their night into protected fields.

As they ran they kept their rear batteries pumping shells at their bulldog pursuers. But apparently, they could not reach their marks. The British remained back far enough to keep out of range of the Germans 12-inch guns and close enough to make the shells from their own 13.5-inch guns effective.

It was one o'clock before the Blücher, which had been hammered and pounded so severely by the British fire, that she could not keep up with her companions, rolled and sank. Up to that time the battle between the big vessels of each navy had proceeded without a halt.

In the Mine Field.

It was about that time that the Derfflinger, the Seydlitz and the Moltke reached the mine fields which have been placed by the Germans, and fearing to lose their own great vessels the British turned back and were compelled to let the three German battle-cruisers escape, although two of them were showing signs of distress.

Submarines, also were known to be working in that area and they caused an added danger, but Vice-Admiral Beatty was certain that two of the battle-cruisers had been "seriously damaged" before he gave up the chase.

Just what became of the smaller

cruisers and destroyers is not mentioned in the official reports, but the fact that reports of fighting between those light divisions is expected by the Admiralty leads the people to believe that further good news is coming soon.

News of the battle caused the wildest excitement and all other matters concerning the war are lost sight of. Vice-Admiral Sir David Beatty is the hero of the hour, and Britain feels certain that with him and his men and their ships on guard the German cannot again reach the English Coast and bombard defenceless towns.

Live News Notes From Catalina

Union Parade Held—Motorboat Buoying—Times Rather Dull.

On Saturday the members of the F. P. U. held their annual parade which was the largest ever held here. The weather was most suitable for the occasion and pretty nearly all our oldest members turned out in good shape.

The F. P. U. store will close on Monday and will remain closed while stock taking. Mr. Stone, who has been away north returned by train on Saturday just in time for the parade.

Mr. Boyd Hicks is now confined to his bed suffering from the effects of a dog bite. As this case is not serious we hope to see him around again in a few days.

The most of the men are now enjoying a holiday, as the snow is all gone, which of course prevents them from getting in the woods. But the ladies are more than busy knitting socks and doing everything else that is necessary to relieve our soldier boys.

Skipper Tom King is now trying his hand at boat building and has an idea that he's going to knock out friend Garland Cloutier, who has a dandy boat which he built last winter; but as everybody says it's not so much the boat, its the engine that counts, and what everybody says must be true—'You can't beat the "Coaker."

Skipper Theop. King is also putting up one which no doubt will be a slasher, but as he uses the Fraser Engine we can't see where he's coming in. However, Uncle Colly Cloutier is not satisfied with his old boat of last year; but Uncle Colly says he'll bet his boots when he gets her completed and the "Coaker" Engine installed. Then he's satisfied to face the Germans.

Times are indeed very dull around now and before the last of March we expect to see hard times all over the country. As yet the folks around here are not so bad, but later on we expect to hear of some complaints.

Mr. S. S. P. P. Kwan, arrived here yesterday morning from the north and according to reports struck a ball rock or a large derelict at the Core Islands, which of course wasn't on the Chart.



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TENDERS.

Tenders will be received up to Saturday, February 6th, included for the Stock in trade of Jackman The Tailor Ltd. Tenders may be made for the whole stock or suits and clothing, Tailors' Trimmings, Hats and Caps, Boots and Shoes, Gloves, Collars, Ties, Suspenders and general Gent's outfitting, etc. Undersigned is not committed to accept the highest or any tender. Stock can be inspected each day from 9.30 a.m. to 6 p.m.

P. C. O'DRISCOLL, Liquidator.

STOP BURNING

Your used postage stamps. Send them to Frank Osborne, 640 Sixth Avenue, Rosemount, Hockelaga, Montreal, Canada, and receive in exchange Pretty Picture Post-cards.—Jan 7, 31

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BERRIES For Sale

For Sale a few barrels of good Partridge Berries In air tight packages. Sent home for \$4.00 per barrel

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The Trouble-Proof Engine. PERFECTION WATERPROOF IGNITION SYSTEM. No Coils—No Batteries—No Timer. Only One Wire on the Whole System. The only safe equipment for boats that must be used every day. No danger of your engine stopping if caught in a storm. Advantages of Perfection Igniter. No batteries, no coil to need adjusting, no complicated wiring, no variation in current, no adjustment, not affected by water, makes an easy starting engine. Runs in either direction. Spark does not depend on speed of engine. Simple and durable. Test shown in photograph was made to prove that "Perfection" Igniter is absolutely waterproof. We challenge any engine manufacturer in the world to produce an engine with an ignition system that will stand a similar test. Every part of the ignition system was submerged in water and engine continued to run, showed the same power and speed as when running perfectly dry, proving beyond any doubt our claim AN ABSOLUTE WATERPROOF IGNITION SYSTEM.

Caille Perfection Motor Company World's Largest Builders of 2 Cycle Engines. F. G. HOUSE & CO., Columbus Building, St. John's. Sole Agents and Distributors.

Some MORE Challenge!

A certain Firm Selling Motor Engines having advertised that their Engines would run submerged in water, and challenging any other Engine manufacturer to produce an Engine which would

Stand a Similar Test

We wish to call the attention of the fishermen to the FACTS OF THE TEST. In the first place, what is the meaning of the word submerge? "It means to put under water; to drown or sink." Now as all Motor Engines require 95 per cent. air and 5 per cent. fuel to give a good explosive mixture, it stands to reason that the Engine which was supposed to have made this "test" was never submerged, and that if it was possible for Engines to run submerged in water

The British Navy

as well as all other navies in the world would be using them in their Submarines, which would avoid the expense of the installation of Electric Motors for propelling the boat when submerged.

This picture looks very nice on paper where you cannot hear whether the Engine is exploding or not, and

The Truth is Only Half Told

In fact, the statement is so preposterous that We Will Wager \$1000.00 that no Gasoline Engine will run submerged in water.

Now regarding the "Test."

An Eye Witness

to this Photograph was at the Factory where igniters for these Engines are made and states that he saw the picture taken, that the water was put in the Engine when running, and although she stopped exploding, the movement of the fly wheel was sufficient to keep her going till the picture was taken. Further, Ferro Engines for the last four years, have been when requested equipped with Bosch high Tension magnetos at a slight extra cost, and with this magneto the Engine does not require batteries, coil or timer and it is as near waterproof as it is possible for an Engine to be.

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