

SALT!

We are now delivering

SALT
Ex. STEAMER or STORE.

Bowring Brothers, Ltd.

BRITISH

THE POWER OF PROTECTION

Buying a **BRITISH SUIT** Means **PROTECTION** from High Prices

BRITISH

PROTECTION in Material.

PROTECTION in Style.

PROTECTION in Fit.

Every Man and Boy Needs

PROTECTION
Have It!

The British Clothing Co., Ltd.,

Sinnott's Building
Duckworth Street, St. John's.

BRITISH

NOTICE OF REMOVAL AND PARTNERSHIP!

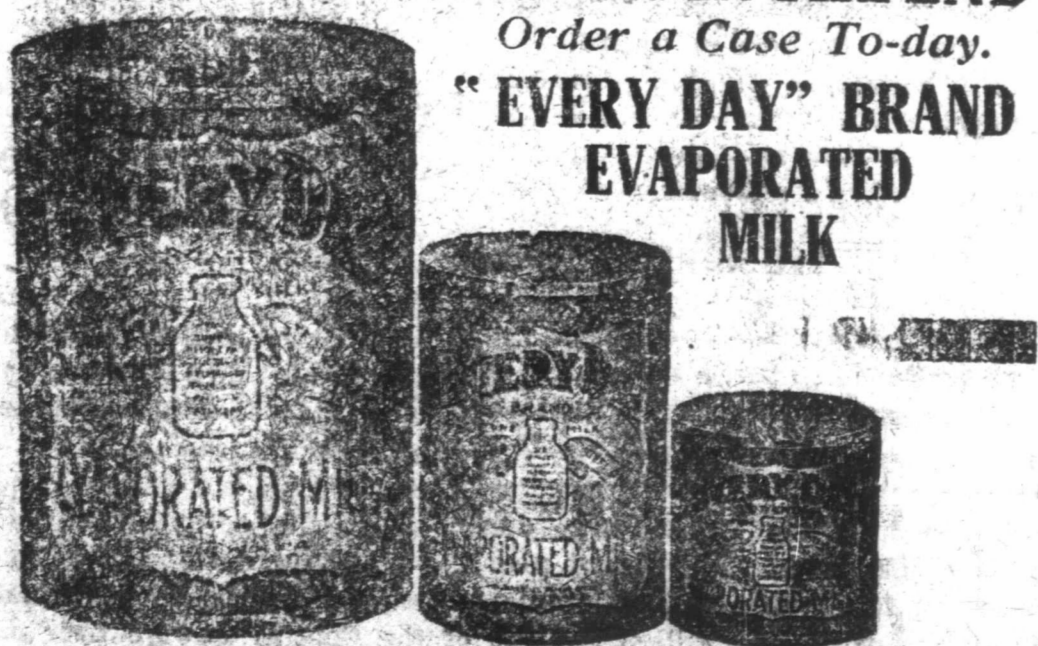
Hon. R. A. Squires, K.C., LL.B.

ANNOUNCES the removal of his LAW OFFICES to the New BANK OF NOVA SCOTIA Building at the corner of Beck's Cove and Water Street, and the formation of a PARTNERSHIP for general practice as Barristers, Solicitors and Notaries, with MR. J. A. WINTER, eldest son of the late Sir James S. Winter, K.C., under the firm name of Squires & Winter.

Address: Bank of Nova Scotia Building,
January 3rd, 1916. St. John's.

THE BEST IS CHEAPER IN THE END

Order a Case To-day.
"EVERY DAY" BRAND
EVAPORATED MILK



Job's Stores Limited.

DISTRIBUTORS

Hon. R. A. Squires, K.C., LL.B.

Mr. J. A. Winter

Squires & Winter,

Barristers, Solicitors
and Notaries.

New Bank of Nova Scotia Building,
Corner Beck's Cove and Water Street.

The Story of the Bold German Raider 'Emden'

The Exploits of her Captain who by his Gentlemanly Conduct Earned for Himself and Crew the Warm Admiration of the British People who Always Admire a Manly Clean Fighter—The Emden's Reign of Terror Will Stand out as One of the Most Notable Naval Events of the Present War

The Emden, a small cruiser of over three thousand five hundred tons displacement, armed with twelve 4.1-inch guns, and capable of a speed of about 24.5 knots, was one of the squadron at Tsing-Tau, the German port in north China, on the commencement of hostilities. On the outbreak of war Admiral von Spee, the Commander-in-Chief, was absent in southern waters with the Scharnhorst, Gneisenau, and one other ship. The squadron from the north, however, joined up with him, and it was not until about the middle of August that the Emden was finally detached, with orders to do what damage she could to the Allied trade in Eastern waters. Her captain, Von Muller, undoubtedly a consummate seaman and a brave man, the son, it is said, of an English mother and the husband of an English wife, was eminently fitted for the difficult role he had to play; and the story of the Emden's short but eventful career, and of her final destruction by H.M.A.S. Sydney, will never be forgotten.

According to one account, Von Muller's adventures started soon after leaving Tsing-tau. He realized that he might meet one of the vessels of the Japanese squadron outside, though as yet that country had not declared war upon Germany. Still, he had no wish for his ship to be shadowed and her movements reported to the British; so, before sailing, he had had his vessel disguised as a British light cruiser by providing her with a dummy fourth funnel of canvas and wood, and by displaying the white ensign. Within a few hours of sailing, the story goes, he actually did meet a Japanese armoured cruiser, a ship which could have blown him out of the water with one broadside; but the Japanese vessel, satisfied that the Emden was what she purported to be, suffered her to pass unnoted and unreported.

For the next six weeks the Emden's movements were shrouded in obscurity, and it was not till 10th September that she suddenly reappeared in the Bay of Bengal. Here, between the 10th and 14th of the month, she captured seven large merchantmen, of which six were sunk, and the other sent into Calcutta with the crews. On the 20th of September the raider was reported to be in the neighbourhood of Rangoon; while two days later she suddenly appeared off Madras after dark, and, using her searchlights, fired one hundred and twenty-five shells into the town. Some oil-tanks were set ablaze and a few natives were killed, but very little other damage was done; and presently, when the shore batteries returned her fire, she extinguished her lights and vanished in the night. On sailing, Von Muller purposely steered to the north-eastward to give the impression that he was making for Calcutta; but on getting out of sight of land he altered course to the southward along the east coast of Ceylon.

The presence of the hostile cruiser in Indian waters had caused no little alarm and anxiety amongst ship-owners and insurance brokers, and all the British and Allied men-of-war in the vicinity were soon set to work to hunt her down. But at first search for a single small ship in that vast area of ocean was rather like looking for the proverbial needle in a haystack, for Von Muller was adept at covering his tracks, never carried out two successive raids in any one locality, and made full use of his wireless telegraphy in determining the positions and movements of his pursuers and victims.

Between 25th and 30th September he sank four more ships to the southward of Ceylon, the collier Buresk was captured, and one other vessel was liberated with the crews of the remainder. It was during this period that a British merchantman is said to have been in communication with the Emden herself by wireless telegraphy, quite unaware whom she was talking to. "Have you any news of the Emden?" she is supposed to have asked. "Am I steering a safe course?" "I am!" eventually answered the German with grim humour after further conversation, and shortly afterwards overhauled and sank the inquisitive questioner. On 15th October the British cruiser Yarmouth sank the German Hamburg-America liner Markomania off Sumatra, and captured the Greek collier Pantoporos, which was in company with her. This last vessel, full of coal, had previously been commandeered by the Emden

against the will of the Greek captain, and was subsequently released by us; but both ships had been reported as accompanying the raider, and were, in fact, two of the craft upon which she relied for her stores and coal.

After 30th September, however, the Emden herself had again disappeared, and until 20th October her movements were unknown to the outside world. From a diary kept by one of her petty officers, however, it is known that she visited Diego Garcia, an unfrequented island in the middle of the Indian Ocean, and that she spent the day replenishing her depleted bunkers. The spot was well chosen, for none of the islanders were aware that war had been declared, while the only means of communication with the outside world is by a three-monthly steamer. The inhabitants, though British subjects, were treated kindly, and the diary states that the cruiser's engineers even repaired the local motor-boat, and that they were given baskets of fish and coco-nuts in return for their labours.

The rest of the time, as the weather was fine, was probably spent at sea in the vicinity cleaning the boilers and overhauling the engines but on 20th October the Emden made another dash out to the well-traversed trade route midway between India and Africa. Here she sank five more steamers, captured another collier, and released a seventh vessel with the crews.

Having done this, Von Muller must have realised that the Indian Ocean would soon be too hot to hold him; so, with his usual cunning, he doubled back to the eastward, entered the Strait of Malacca, and at dawn on 28th October suddenly appeared off the British port of Penang. His arrival was utterly unexpected, and here it was that he brought off the most audacious and amazing exploit of his career.

Lying at anchor in the harbour was the Russian light cruiser Jemtschug, one of the vessels which had fought in the battle of the Sea of Japan in May 1905. The Emden arrived off the harbour in the gray half-light of dawn, when a thick mist overhung the water. She knew the British cruiser Yarmouth was not very far off, and disguised herself as that ship by hoisting her dummy fourth funnel and displaying British colours, and, steaming on into the anchorage with out exciting suspicion, is said to have replied to the Jemtschug's challenge by saying she was the Yarmouth. When she was about six hundred yards from the hapless and unsuspecting Russian, the white ensign came down with a run, and the black-crossed German flag fluttered out in its place. At practically the same instant a torpedo was fired. The range was so short that a miss was impossible, and the weapon struck the Jemtschug amidships and exploded. A second torpedo was discharged, and the unfortunate ship heeled over rapidly and began to sink. Then the inhabitants of Penang were awakened by the roar of guns, and sheet after sheet of orange flame broke out from the Emden's gray sides as her quick-firers poured shell into her already stricken adversary. The Jemtschug's decks were soon littered with dead and dying, for most of her men were asleep down below, and rushed swarming on deck when the shock of the first torpedo explosion came. The watch on deck made valiant efforts to work the guns and return the fire, but their gallantry was useless. The surprise had been so complete that they had no chance. They were mowed down in heaps, and the terrific close-range bombardment continued until the Jemtschug heeled over and sank. Then her destroyer turned and steamed rapidly from the harbour.

But the tale of destruction was not yet complete. The French destroyer Mousquet, a craft of three hundred and three tons, twenty-eight knots speed, armed with two torpedo-tubes and five small guns, had been patrolling outside the harbour, and had apparently sighted the Emden on her way in; but, deceived by her appearance, she had apparently mistaken her for a British cruiser. Soon afterwards, hearing the sound of guns, she came hurrying back, and sighted the raider a few miles outside the harbour. The Emden sighted the destroyer at much the same time as the Frenchman saw her, and promptly opened fire on the Mousquet at a range of three thousand eight hundred yards. The gallant little destroyer replied with her light guns, and endeavoured to use her torpedoes, but without success; for the German high-explosive shells swept her decks and perforated her thin hull, until she eventually sank by the stern with her colours still flying. Thirty-six of her men were rescued by the Emden, which then steamed out into the Indian Ocean at full speed. Throughout this affair Von Muller

had behaved according to the usages of war, though at first it might be thought that he acted in an under-hand manner in approaching a hostile port displaying false colours and his ship disguised. International law, however, lays it down that a ship may not attack under any flag but her own, and the German took the precaution of hoisting German colours before firing her first torpedo at the Jemtschug. In war, too, the disguising of a ship for the purpose of misleading an enemy has always been perfectly legitimate.

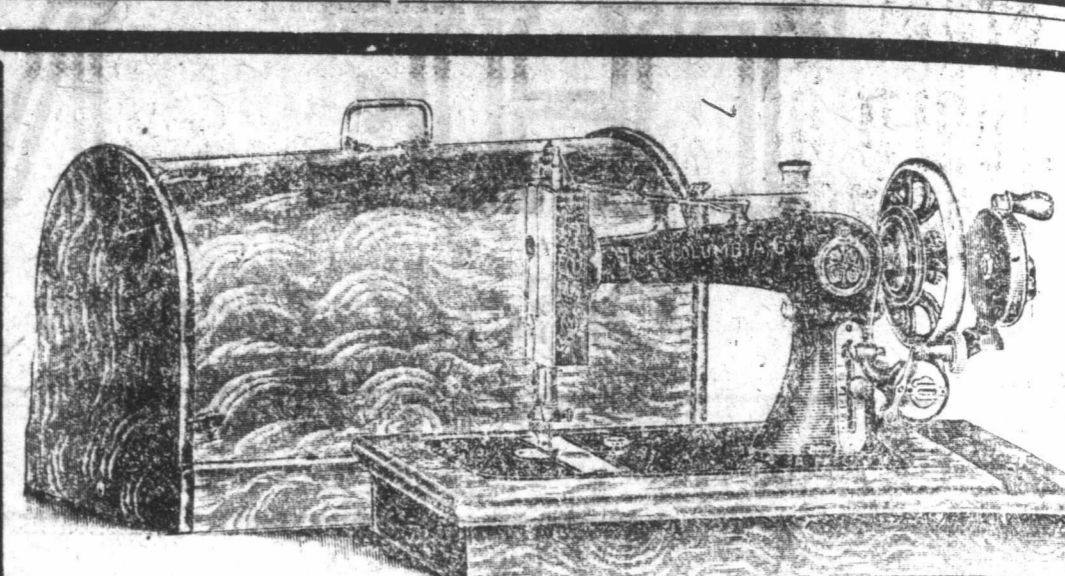
For thirteen days after the Penang affair the Emden disappeared; but early on the morning of 9th November, the Sydney, Captain John C. T. Glossop, then on convoy duty in the vicinity of the Cocos Keeling Islands—a group of coral islands in the Indian Ocean well to the southward of Sumatra—received a wireless message from the station there reporting a strange man-of-war off the entrance. It was the Emden again, and with her imitation fourth funnel rigged, and flying no colours, she had appeared off the islands at daybreak. According to personal narratives which have since appeared in the newspapers, it would seem that the dummy funnel of canvas and wood was seen flapping in the wind, and so established the raider's identity; upon which the wireless and cable operators promptly despatched the wireless message giving the news, and informed the neighbouring cable-stations that they were about to be raided.

Whether or not this is true is not known; but at 7.30 a.m. the Emden landed an armed party with machine-guns, who, without molesting or ill-treating the inhabitants, proceeded to wreck the wireless station and instruments with gun-cotton charges and flogging-hammers, and to cut the shore ends of the telegraph cables passing through the islands. The fact that a raid was taomfwyharodijnu cable-operators, however, realising that a raid was by no means unlikely, had placed dummy cables to mislead the enemy, and had buried a spare set of instruments. The consequence was that though the wireless installation was completely demolished, the mast blown down, and the cable instruments in place shattered, only one dummy cable and the Perth cable were actually cut, while the other two cables, to Batavia and Rodriguez, were left undamaged; and having, as they thought, completed their work of destruction, the Emden's men then set about commandeering supplies.

At about 9.20 a.m., while this work was still in progress, the cruiser blew her siren to recall her men. Soon afterwards a cloud of smoke was seen on the horizon, and presently this resolved itself into the Sydney, steaming toward the island at twenty knots. Von Muller, leaving his party ashore, at once proceeded to meet her, and soon afterwards fired the first shot of the engagement. The Sydney replied, and to start with the firing on both sides was very accurate. The Australian ship, however, being the faster vessel, armed with the heavier guns, could choose her own range for firing, and seeming to aim from across the bows of her opponent, poured in a heavy fire without receiving much punishment in return. The effect of her 6-inch Lydite shells must have been appalling, for the raider's fire slackened very rapidly, and before long her foremost funnel and foremast were shot away. Then a bad fire broke out in the stern and the second and third funnels fell. But even then Von Muller did not intend to surrender his ship, though over-matched as he was, he certainly had a justifiable excuse for doing so; and at eleven o'clock, with his decks covered with dead and wounded, and his vessel little more than a floating wreck, he turned for the beach at North Keeling Island. At about 11.20 she struck the coral-reef with a crash, blazing furiously, but with her colour still flying. The Sydney approached, gave her a couple more broadsides to finish her off, and then steamed away in pursuit of a merchant-ship which had come in sight during the action.

This vessel was the collier Buresk, which had been captured by the Emden at the end of September, and from which she had doubtless intended to replenish her coal during her stay at Keeling Cocos. But when the Sydney came up with her it was found that she had been badly damaged by her prize crew and was in a sinking condition; so Captain Glossop removed the men, fired a few shells into her to expediate the foundering, and then returned to the Emden and asked by signal if she surrendered. No reply was instantly forthcoming; but after another brief bombardment the German hauled down her colours and showed the white flag. She could do little else; her career was at an end. Meanwhile the three German officers and forty men who had landed on the other island had seen their ship steam away to engage the Sydney, and after watching the preliminary stages of the action and guessing what the result would be, had seized and provisioned the 70-ton schooner Ayesha, belonging to Mr.

(Continued on page 3)



IN STOCK:

Brown and White Rim and Mortise Locks, Bronze Finish; Inside and Front Door Sets, Steel Butt Hinges, L.P. Steel, Japd. and Bronze Hinges, Tee, Galv. and Black H. & E. Hinges.

Wood, Pot. and Iron Planes, Chisels, Augers, Braces, Levels, Oilstones, Square, Axes, Grindstones, Felt, Glass, Nails, Mixed Paints, Oils, Varnishes, Brushes.

Sewing Machines, Mattresses, Scrub, Store and Shoe Brushes, Polishes.

Cutlery, Enamelware, Galvanized Buckets and Slop Pails.

Just received a shipment of

COLORED AND WHITE ENAMEL BEDSTEADS.

Prices on application.

Martin Hardware Co., Ltd.

Wholesale and Retail.

The Fishermen of Newfoundland

have helped to build up the largest Ready Made Clothing business in the Colony.

BECAUSE

they know where to find value.

They

compel their suppliers to stock our goods because the store

Must Cater to the Customer.

Our well known brands are: Americus, Fitreform, Truefit, Stylenfit, Progress.

WHOLESALE ONLY.

Newfoundland Clothing Co Limited.



SUGAR! SUGAR!

ON THE SPOT:

500 Brls. Gran. Sugar

at **LOWEST WHOLESALE PRICES**

George Neal

PHONE 264.

HALLEY & COMPANY

—MERCHANTS—
ELIMINATE YOUR PURCHASING

TROUBLES

BY visiting us when you are in town, by doing so it will benefit your business and sustain our reputation for Service, Quality and Reliability.— Besides, it will make satisfied, repeating customers of you, and best of all sworn patrons.

Troubles in your purchasing department hurt your entire business. The way to eliminate such a condition is to send your orders to us.

THE SUCCESS OF OUR BUSINESS IS BUILT ON QUALITY OF SERVICE, MATERIAL, AND PRICES.

If you need one of our Price Lists before you, phone or write us.

HALLEY & COMPANY

St. John's, Nfld.

106-108 New Gower St. Leonard St., New York

P. O. Box 786

Phone 722

HALLEY & COMPANY