

What Really Did Happen at Scapa Flow.

HERE IS REVEALED FOR THE FIRST TIME HOW THE MOST SENSATIONAL GERMAN COUP OF THE WAR WAS WORKED.
(By ADMIRAL VON REUTER, Chief of the German Fleet at Scapa Flow.—In Cassell's Magazine.)

ADMIRAL VON REUTER'S ANGER.

The order already issued was amplified and altered to suit the state of mind of the crews, and this new edition was dispatched the same afternoon by British packet to the ships and torpedo boats.

It took us till the afternoon to edit and make copies of this new order, so that I did not receive the news published by the British Press until towards evening. The Times, of June 16, contained the following announcement:

Official Summary.—"Under the provision of a financial arrangement, Germany is prepared to surrender not only the surface warships demanded, but all ships of the line."

According to this the German Government, with the intention of completing the sale, had offered to surrender not only all the surface ships demanded, but all ships of the line, consequently those of the interned fleet as well. For the second time, therefore, within a brief period, the German fleet had been humiliated by being offered for sale.

I was most deeply hurt by the fact that for all these last months we had been upheld by the belief that the government would insist upon the return of the ships. Instead of that it had offered even more ships than the Entente demanded!

I was not going to sell my hands with this dirty business, and assumed that my officers would share my views—the government might send out its own representatives, men whose sense of honour would perhaps be less keen. I wrote out a wireless telegram to the German Government saying that we officers and higher officials objected to the sale of the fleet, that we would not participate in it, and demanded to be recalled and sent home before the sale was completed.

According to English regulations this wireless message could only be dispatched the next day, Saturday, June 21, between 8 a.m. and 9 a.m. by the first British packet, to be submitted to the British Admiralty. At the moment when my message was delivered, the admiral and his fleet had weighed anchor and were going out of harbour. I had asked him to dispatch it with all possible speed. I do not think that it was conveyed to the German Government; the later events of this day probably prevented this.

The number of The Times quoted above contained on page 11 further news that, after the answer to the German counter-proposals had been dispatched, the German Government had been granted a period of five days in which to sign the Peace Treaty or refuse it. In this period the three days' notice required for terminating the armistice were included. As, according to the British Press, this answer had been sent on June 16, I had to count upon the possibility that the armistice would have come to an end on Saturday without any special notice being given. I guessed the time would be Saturday noon, as it is natural to let an armistice lapse at midday, so as to have several hours of

daylight for any advance of troops that might be contemplated.

THE SINKING OF THE FLEET.

The summer solstice—sunshine and calm—heralded a gloriously warm and windless summer's day.

Towards 10 a.m. Captain Oidekop announced that the British Admiral had left the harbour, putting out to sea with battleships and destroyers; further, that according to the English Press, the Entente had refused to buy the German ships and demanded their unconditional surrender; lastly, that the German mail torpedo boat might be expected in Scapa Flow the following afternoon. I gave the order to hoist the prearranged signal: "Sink ships at once!"

Owing to the reduced number of the crews, communication by signal was arranged to take place only during certain hours of the day. The connection between the ships being broken at this particular moment, it had to be reestablished; the result was that some time elapsed before the signal was circulated throughout the fleet, and confirmation received from the ships and the officers commanding torpedo boats. Confirmation of the order had been received from all by about 11.30 a.m.

"ABANDON SHIP!"

In the meantime I kept the crew of my flagship, the Emden, in ignorance of the order to sink the ships. As usual, two packets were lying alongside, and in addition a tank ship had begun to pump her supply of water into the Emden's tanks. It would have been impossible to hide anything from the crews of these vessels, for I anticipated great excitement among the Emden's crew once the order was made known. The former would have given the alarm, recalled the British Admiral, and interfered with the sinking of the other ships.

Shortly after twelve noon the Friedrich der Grosse began to show an ever increasing list, and at the same time she commenced to settle; her boats were already launched and lay astern. How clearly and vigorously the sound of her ship's bell reaches us across the water, giving the signal: "Abandon ship."

We saw the crew get into the boats and shove off. The Friedrich der Grosse heeled over farther; streams of water pour through the open side windows into the interior—a few minutes more and she capsizes and sinks to the bottom. The air rising through her funnels forms two great whirlpools—then all is still. Only bits of wreckage float on the deserted spot. It is sixteen minutes past twelve.

The sound of her bell seems to have suddenly awakened all the other ships to life—as if they had only been waiting for this signal. On all sides greater activity is displayed. Here the boats are being launched, there the crew are dragging their heavy bags to the ship's side, elsewhere they man the boats and put off from the ships with a parting salute of three cheers. A British guard boat, which had been lying for some time in the neighbourhood of the Friedrich der Grosse and

had probably been watching with a good deal of interest and excitement the extraordinarily heavy list of that vessel, was startled by the bell signal and the subsequent manning of the boats. When all of a sudden the great ship sank close by her, before her very eyes, she was so taken aback that, wildly and unthinkingly, she opened fire on the unarmed and defenceless occupants of the boats, although they flew the white flag. At the same time she set her steam whistle going, and its terrified and plaintive tones rudely roused the crews of the other guard boats from the somnolent condition into which they had slipped naturally enough, seeing that it was a warm summer morning and the admiral was away.

As is usually the case with untutored minds when idyllic calm is suddenly succeeded by intense excitement, they lost their heads and blindly attacked everything that seemed to them to differ from the ordinary state of affairs. A panic had broken out among them, and to this the British destroyers which had not left the harbor also fell victim. It was lucky that, as ship after ship was sunk—the König Albert, Moltke and Brummer quickly followed the Friedrich der Grosse, and others were on the point of going down—the number of boats filled with survivors assumed such proportions that in their confusion the British ships did not know which boat to fire on first. In rapid succession they attacked one boat after another; thanks to this continual change of aim their fire wrought less destruction than might otherwise have been the case.

GERMAN FLEET'S LAST VOYAGE.

The sinking of the Friedrich der Grosse and the Brummer, which lay just behind the Emden, threw the packet boats alongside the latter into a state of great excitement. The crew of the Emden were below deck at dinner, and consequently knew nothing of what was happening in the harbor.

Now, however, the time had come to give the order to sink the Emden too. Under the direction of the captain the valves and broadside tubes below the water-line were opened; the water poured in. One of the British packet boats wanted to put off, probably for fear of being sucked down when the Emden sank. But I detained it until the crew of the Emden had all been safely taken aboard.


I decided to go to the British Admiral in command ashore and get him to put a stop to the firing. As I was ignorant of the whereabouts of the admiral's official residence and also of the landing-stage, I embarked with my staff on the other British packet boat, which had been placed at my disposal for paying visits to my ships. We were landed in a bay with rocky shores.

From far away we had described a motor-car rushing to meet us at full speed. In it was seated a young gentleman in tennis flannels. He was pointed out to me as the officer in command on shore. He seemed to me to be a bit young for the job. I begged him to put a stop to the firing at once. He was tremendously excited, hardly listened to me, and did not, I am sure, understand a single word I said. He rushed away, returned almost immediately with a camera, flung himself into a fast boat that lay ready, and sped out of the bay. I assumed that he would stop the firing, but in this I was mistaken.

The British drifter was to take us back to the Emden. As we left the bay—the tide was still falling—we ran aground on a sandbank. All efforts to refloat the heavy, clumsily-built craft were unavailing, even though I added my personal exertions to those of the rest. The hills of the bay hid our ships, only my admiral's flag on the Emden gleamed in solitary glory above a group of hills. Would it never disappear? We may have spent an hour on this sandbank, out of sight of all that was happening in the outer world; at last, as the tide rose, we got afloat again and could leave the bay.

What a sight! Before us the Grosser Kursturm towered. With a crash both her cables broke, the ship fell heavily to port and capsized. The red paint on her bottom shone forth far over the blue sea.

NICKEL



THOMAS H. JONES
DOUGLAS MACLEAN
DORIS MAY
"Let's be Fashionable"
A Paramount Picture

NICKEL

"LARRY SEMON"
IN A TWO-ACT COMEDY RIOT
"THE FALL GUY"

"Charles Hutchinson"
IN PATHE'S SERIAL
"Double Adventure."

COMING:—Mr. and Mrs. Carter Dohaven in "TWIN BEDS", from the well-known play. A First National attraction.

Soon:—JACKIE COOGAN (the Kid Himself) in "PECK'S BAD BOY" (1922 Model); sub titles by IRVINS S. COBB.



Larry Semon

Many positions had already been "abandoned" for the voyage down into the depths.

British destroyers, the foam flying from their bows, entered the bay. One of them lay alongside the Emden and tried to break her cables and tow her into shallow water. The Emden sank but little deeper at first. I relinquished the idea of refloating the Emden, and gave the order to the drifter to steer for the Bayern; her crew were floating about in the neighbourhood of the vessel, sitting or lying on life-buoys. We took them on board. Immediately after the Bayern listed heavily; here, too, the water pours into the ship through the wide-open side windows. In a few minutes the bulwarks are under water. The huge ship capsizes and goes to the bottom flying the German flag. Her crew raise three cheers in honour of her last voyage.

Now on the light breeze there comes the sound of firing from the British destroyers, trying to stop the work of destruction on our torpedo boats. A fierce and bitter fight was fought then. The Sixth Flotilla had a particularly hard time. Owing to untoward circumstances it had not received the signal to sink the ships until late; not until the British, who had lost their heads at first, had recovered their calm. On receipt of the signal to sink the ships, every torpedo boat had run up a new flag. The keys of the flooding cocks, the slide valves of the condensers were flung overboard. The water rushes in gurgling and hissing, soon the floor-plates everywhere are under water. The boats list! The open side windows dip down to meet the surface of the water. Greedily the water rushes in! Here a boat rears and then sinks; there another as it capsizes, crashes into a neighbour; a third and fourth go down on even

keels. In the open bay of Scapa Flow the ships capsize and sink on all sides. Of fifty boats forty-six were sunk, a tremendous achievement! I wanted to go to the torpedo boats when the British battleships hove in sight. At full speed, with decks cleared for action, they rush towards us, their 38 cm. guns trained upon the remnants of my fleet.

Now the most urgent thing to do is to go to the British Admiral and get him to stop the firing. . . . It grows less and gradually dies away. In the background the large cruisers are fighting their last battle. The Seydlitz capsizes; on the Derfflinger and the Von der Tann the bulwarks or forecastle are already under water; it cannot be long before their suffering is at an end.

Spanish Flu

Claims Many Victims in Canada and should be Guarded Against.

Minard's Liniment

Is a Great Preventative, being one of the oldest remedies used. Minard's Liniment has relieved thousands of cases of Grippe, Bronchitis, Sore Throat, Asthma and similar diseases. It is an Enemy to Germs. Thousands of bottles being used every day. For sale by all druggists and general dealers.

Minard's Liniment Co. Ltd., Yarmouth, N.S.

Pictures 25,000 Years Old.

Prehistoric Men Were Quite Clever Artists.

The remains of the earliest men who lived upon this earth are extraordinarily few by the side of the remains of the animals that lived at the same time, and whose flesh the men ate.

For a while this puzzled investigators, but now we know why it is so. The lower animals, as the result of prolonged drought, write M. and C. H. B. Quenard in their book "Every-day Life in the Old Stone Age," used to dash into the muddy bed of a river or lake, and being too exhausted to drag themselves out, would sink in the water, settle in the mud, and become beautiful skeletonized fossils.

Man did not do this. He mostly chose to die in the open. So his remains are seldom found.

But a few years ago a discovery was made in a cave in Spain, which startled the scientific world.

This cave, or rather series of caverns, long sealed up from human eyes, on being accidentally broken into, proved to be a sort of prehistoric National Gallery. Drawings and paintings of many extinct animals, and of some existing creatures—bulls, bison, deer, and horses, for example—adorned its walls. Many of the animals are drawn with arrows sticking in their bodies; and on some the heart, lungs, and other organs are picked out in red ochre, proving that the artists had at least some knowledge of anatomy.

The men who painted these pictures lived between 25,000 and 20,000 B.C.

the German people, were done for—sunk! How much intelligence, how much technical skill and experience had gone to the making of these great ships! A development of unsurpassed magnitude had come to an end; it had found a watery grave.

Alongside the British flagship, which had just anchored, there was a regular mix up; patrol boats, drifters, guard boats, ships' boats—they all crowded alongside, everyone of them agog to report that the German fleet had gone to its grave. At last my drifter succeeded in forcing a passage, and coming alongside; a gangway ladder was let down for me. I went aboard the Revenge and was received by the British Vice-Admiral Sir Sydney R. Freemantle.

Concluded.

Spanish Flu

Claims Many Victims in Canada and should be Guarded Against.

Minard's Liniment

Is a Great Preventative, being one of the oldest remedies used. Minard's Liniment has relieved thousands of cases of Grippe, Bronchitis, Sore Throat, Asthma and similar diseases. It is an Enemy to Germs. Thousands of bottles being used every day. For sale by all druggists and general dealers.

Minard's Liniment Co. Ltd., Yarmouth, N.S.

Pictures 25,000 Years Old.

Prehistoric Men Were Quite Clever Artists.

The remains of the earliest men who lived upon this earth are extraordinarily few by the side of the remains of the animals that lived at the same time, and whose flesh the men ate.

For a while this puzzled investigators, but now we know why it is so. The lower animals, as the result of prolonged drought, write M. and C. H. B. Quenard in their book "Every-day Life in the Old Stone Age," used to dash into the muddy bed of a river or lake, and being too exhausted to drag themselves out, would sink in the water, settle in the mud, and become beautiful skeletonized fossils.

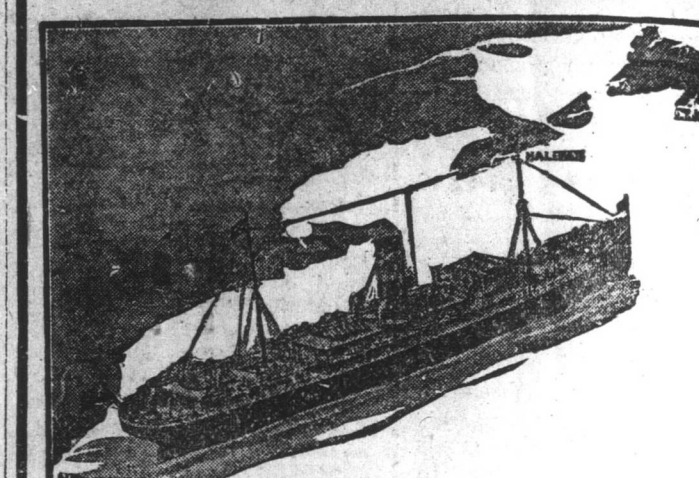
Man did not do this. He mostly chose to die in the open. So his remains are seldom found.

But a few years ago a discovery was made in a cave in Spain, which startled the scientific world.

This cave, or rather series of caverns, long sealed up from human eyes, on being accidentally broken into, proved to be a sort of prehistoric National Gallery. Drawings and paintings of many extinct animals, and of some existing creatures—bulls, bison, deer, and horses, for example—adorned its walls. Many of the animals are drawn with arrows sticking in their bodies; and on some the heart, lungs, and other organs are picked out in red ochre, proving that the artists had at least some knowledge of anatomy.

The men who painted these pictures lived between 25,000 and 20,000 B.C.

RED CROSS LINE.



NEW YORK—HALIFAX—ST. JOHN'S.

The S. S. ROSALIND will probably sail from New York on Wednesday, March 29th.

This steamer has excellent accommodation and carries both First and Second Class Passengers. Through tickets issued to Boston via Halifax and the Dominion Atlantic Railway at reduced rates.

Through rates quoted to any port.

For further information re passage, fares, freight rates, etc., apply to

HARVEY & COMPANY, LIMITED.
St. John's, Nfld., Agents.

SPECIAL NOTICE!

We have recently installed machinery and are now ready to attend to the following lines:

GENERAL MACHINE WORK.
BRASS MOLDING AND FINISHING.
SAW MILL SUPPLIES AND REPAIRS.
GENERAL PIPE FITTING.

Parts Made and Repaired for
AUTOMOBILES,
MARINE AND STATIONARY ENGINES.

Satisfaction guaranteed and prices as usual very reasonable.

The Red Taxi Co.,
THEATRE HILL.

Telephone 992.

mar 20, 61, apr 3, 61

The subject for the Second Public Lecture of the series will be

RAILWAY ELECTRIFICATION

Illustrated by Cinematograph Pictures,

GRENELL HALL, King George 5th Institute,

Friday, March 24th, 8 p.m.

ADMISSION FREE.

British Radio & Electrical Engineering Institute

"MONEY BACK IF YOU WANT IT."

PURITAN METAL POLISH

WALTER CLOUSTON & SONS, Agents, 178 Water St.

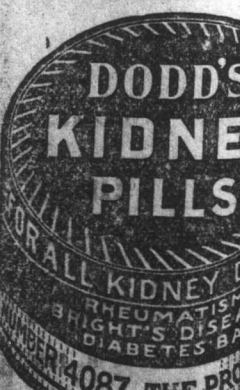
mar 21, 23

MUTT AND JEFF—MUTT OUGHT TO PAY UP—HE LOST FAIR AND SQUARE.



Household Notes.

Cheese soufflé may be baked in ramekin dishes or paper soufflé cups and served with a green vegetable. Steamed puddings are delicious served with a hot cornstarch sauce. A delicious salad combination is seeded raisins and chopped green peppers marinated with French dressing. Add one-half cup chopped ripe tomatoes to the sauce of creamed corn. The hot oven is very important when you wish your pie crust to be flaky.



DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM
GRAVEL
BRIGHT'S DISEASE
DIABETES
MELLITUS
No. 4087 THE PHARMACY