

EMDEN BURNED BY AUSTRALIAN CRUISER

London, Nov. 10, 12:51 p. m.—It was officially announced in London today that the German cruiser Emden had been driven ashore and burned.

The Emden was destroyed by the Australian cruiser Sydney. She was driven ashore on an island of the Cocos group in the Indian ocean, south-west of Java.

The Sydney sighted the Emden yesterday morning. With superior speed, she at once closed in and gave battle. The German boat could not escape.

There was a running fight, at the end of which the Emden, burning from the shells of the Australian warship, was beached.

The casualties on the Sydney are said to have been slight.

KOENIGSBERG, TOO, IS NO LONGER TO BE CONSIDERED.

London, Nov. 10.—The German cruiser Koenigsberg, which disabled the British cruiser Pegasus, some weeks ago, has been bottled up at Maifa Island, on the coast of German East Africa, by the blocking of the channel to the harbor.

The Koenigsberg also has preyed upon British shipping since the beginning of the war, but her successes have in no way approached those of the Emden. She disabled the British cruiser Pegasus in Zanzibar Harbor on September 20. The Pegasus was caught at a disadvantage as she was undergoing repairs. Twenty-five of her crew were killed and eighty wounded.

ADMIRALTY TELLS HOW IT IS DONE.

London, Nov. 10.—The admiralty statement which announces the destruction of the Emden in the Indian ocean, and the bottling up of the Koenigsberg on the east coast of Africa, reads as follows:

"After the whereabouts of the Koenigsberg had been indicated by the attack on the Pegasus, on the 19th of September, a concentration of fast cruisers was arranged by the admiralty in East African waters and a thorough and prolonged search by these vessels in combination was made.

"This search resulted in the Koenigsberg being discovered by H. M. S. Chatham, Captain Sidney R. Drury-Lowe, hiding in shoal water about six miles off the Rufiji River, opposite Maifa Island, German East Africa. Owing to a greater draught, the Chatham could not reach the Koenigsberg, which probably is aground except at high water. Part of the crew of the Koenigsberg has been landed and is entrenched on the banks of the river.

"Both these entrenchments and the Koenigsberg herself have been bombarded by the Chatham, but owing to the dense palm groves amid which the ship lies, it is not possible to estimate the damage done. Pending operations for her capture or destruction, effective steps have been taken to block the Koenigsberg by sinking a collier in the only navigable channel into the river and she is now impounded and unable to do any further harm. The fast vessels which have been searching for her are thus released for other service.

EMDEN DRIVEN ASHORE AND BURNED.

"Another large combined operation by fast cruisers against the cruiser Emden has been for some time in progress. In this search, which has covered an immense area, the British cruisers have been aided by French, Russian and Japanese vessels, working in harmony. The Australian warships Melbourne and Sydney also were included in these movements.

"Yesterday morning news was received that the Emden, which had been completely lost to sight after her action with the Russian cruiser Jemtchug, had arrived at Keeling or Cocos Island and landed an armed party to destroy the wireless station. Here she was caught and forced to fight by the Australian cruiser Sydney, Captain John Glossop.

"A sharp action took place in which the Sydney suffered the loss of three men killed and fifteen wounded. The Emden was driven ashore and burned. Her losses in personnel are reported to be heavy.

"All possible assistance is now being given to the survivors by the various ships which have been dispatched to the scene.

"The first lord of the admiralty, Winston Spencer Churchill, has sent the following message to the Sydney and to the navy board of the Australian command: "Warmest congratulations on the brilliant entry of the Australian navy into the war, and the signal service rendered to the allied cause by the peaceful commerce by the destruction of the Emden."

"The losses among the officers and crew of the Emden are reported to have been heavy.

The Emden has contributed to the history of the war, as this far recorded, one of its most remarkable chapters. For sheer audacity and success of accomplishment, it has few parallels.

Twenty-two ships, mostly British, have been sunk, and one has been captured by the German cruiser.

Since early in August, the Emden has been at work. Most of the time she was preying on British shipping in the Indian ocean, but last month she suddenly appeared at Penang. It was here that the Emden performed her most daring feat.

A fourth smokestack was rigged on her deck, and a Japanese flag run up. Thus disguised, she steamed boldly into the harbor, passing unchallenged under the British guns of the fort, and fired torpedoes which sank the Russian cruiser Jemtchug, and a French destroyer. Then she took to her heels, and escaped unscathed, through the Straits.

The vessels destroyed by the Emden had a total value of about \$4,000,000 exclusive of their cargoes. The Emden's largest guns were only 4.1 inch.

Of these she had ten. Her speed of 24.5 knots was her greatest asset, as she has been able to run down merchant ships with ease and then escape from larger but slower war vessels that have pursued her.

It has been more or less a mystery to naval men how the Emden has been able to keep at sea month after month without running short of coal and supplies. It is assumed, however, that she has obtained sufficient food and fuel from captured ships to meet her needs. In at least one instance, this is known to have been done.

The captain of the British steamer Exford, captured by the Emden in the Indian Ocean, reported to his owners, that the commander of the Emden said that before he sank the Exford, he intended to take on board his cruiser, the 7,000 tons of steam coal with which the Exford was laden.

CLEARING OCEANS OF GERMAN WARSHIPS.

In his speech at the Lord Mayor's banquet in London last night Rt. Hon. Winston Churchill said there was a natural impatience on the part of the navy to strike a blow, but the people must be patient; the conditions of naval warfare were curious and novel. Great Britain was endeavoring to maintain all the sea, and secure all the highways across the ocean against methods never before adopted. The navy was protecting the transport of forces to the theatre of war. This great task compelled it to offer a target incomparably greater than that the enemy offered to the British sailors.

With the exception of the German squadron now off the coast of Chile, the whole of the Pacific and Indian oceans are now clear of the enemy's warships.

The Australian cruiser Sydney carries a main battery of eight 6-inch guns against the Emden's 4.1, this giving her a heavy advantage over the German ship. While the speed of the two warships was theoretically equal, that of the Emden being 24.5 knots at against the Sydney's 24.7, the former probably was food and her engine badly racked after three months of almost constant cruising in southern waters, chasing and being chased and with no port for refitting or repairs.

The Sydney, with her sister ships the Melbourne and the Brisbane, are of the smaller type of cruisers in the Australian navy and closely resembles the type of cruisers as laid down for the Canadian navy plan by Sir Wilfrid Laurier. The Sydney is less than one-half as large as the Niobe.

The Koenigsberg is a protected cruiser, and was laid down in 1905. She was of 3340 tons, 354 feet long and had a speed of 23.1-2 knots. Her main battery consisted of ten 4.1 inch guns.

Maifa Island, on the east coast of Africa, belongs to Zanzibar but was assigned to German influence some years ago.

The British cruiser Chatham, which has bottled up the Koenigsberg is of much the same type as the Sydney, of 5,400 tons, 430 feet in length, with eight 6-inch guns, besides the smaller ones. She carries 400 men and has a speed of 25.5 knots.

END OF THE EMDEN

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A special cable to The Telegraph from Sydney, Australia, Wednesday morning says:

"It is clear that the Emden's objectives at Cocos Island were both the eastern cable station and the troopships of the expeditionary force. The fact that she was foiled in both objectives is attributed to the excellent manoeuvring of the Sydney when first news arrived of her presence at Cocos Island.

"It was expected that the Emden would emulate the exploits of the Nürnberg at Fanning Island, but this was evidently prevented by the timely arrival of the Sydney. The eastern cable traffic is maintained throughout the entire line.

The Emden arrived at Cocos Islands at 7 o'clock Monday morning and was able to damage the cable office before the arrival of the Sydney but this did not prevent the maintenance of communications. It is also reported that she disabled the wireless station.

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GERMANY ASKS RUSSIA FOR PEACE

London, Nov. 11, 2:40 a.m.—A Rome despatch to the Post, says: "Germany, alarmed at the Russian successes, has made preliminary offers of peace to the Russian government, which have been rejected."

C. Bishop, F. Howard, J. McDonald, C. Turner, C. F. Nelson, A. Downs, J. Thompson, J. E. Whitman, F. S. Snow, W. B. Robinson, W. Moore, J. C. Johnston, H. Mehan, E. Whalen, J. J. Hanlon, J. W. Gore, M. Raeburn, W. Henderson, S. T. Andrews.

NEW BRUNSWICKERS ON DUTY AT HALIFAX.

There are at present sixty-three officers from different corps in New Brunswick and Nova Scotia taking a course of training before examination at Halifax, some of them with a view to overseas service with the second Canadian contingent. Recruiting is going on there, with numbers of men reported to be taking their training, as in St. John the army is fitted up for the special reception of the men.

The men of the composite battalion on home duty at Halifax are especially a fine lot and are reported to be improving wonderfully. They are engaged in guarding fortifications and defence work generally. The New Brunswick men are drawn from the 67th, 71st and 74th regiments.

The names of the men from the 74th and 71st follow:

Capt. S. S. Wetmore, Clifton. Capt. N. F. G. Woodbridge, Fredericton. Lieut. J. H. Spraul, Hampton. Lieut. M. P. Titus, Bloomfield. Lieut. E. W. Wells, Fredericton. Lieut. A. Good, Fredericton. Lieut. J. A. Richardson, Sackville. Lieut. H. White, Long Beach. Lieut. W. L. Hoar, Sackville. Lieut. E. Smith, Hampton. Lieut. C. Carvell, Long Beach. Lieut. A. A. Leaman, Moncton. Lieut. G. R. Lucas, Sussex. Corporal R. Boyce, Sussex. Corporal R. McAdam, Sussex. Corporal R. Harper, Sackville. Bugler J. Cole, Sussex. Bugler E. Allan, Sackville. Private A. Anderson, Sackville. Private J. Brownell, Moncton. Private J. Bourgeois, Moncton. Private R. Ryan, Moncton. Private C. Collett, Walton's Lake. Private H. Chelley, Moncton. Private W. Crocker, Moncton. Private A. Conner, Sackville. Private G. Cromer, White's Mills. Private J. Day, Sackville. Private F. Dougan, Sackville. Private G. Fowler, Sussex. Private R. Feinberg, Baie Verte. Private T. Peanings, Sackville. Private E. Goodwin, Sackville. Private G. Goodwin, Sackville. Private G. Greer, Sackville. Private H. Gray, Moncton. Private J. H. Hays, Moncton. Private G. Hope, Moncton. Private W. Hicks, Moncton. Private L. Leaman, Moncton. Private R. L. McBride, Hampton. Private E. Mahle, Sussex. Private J. Miller, White's Mills. Private E. Miller, White's Mills. Private F. Marlow, White's Mills. Private W. Hoodin, Moncton. Private J. Proctor, Sussex. Private G. Robinson, Moncton. Private W. C. Robinson, Sackville. Private A. Robinson, Moncton. Private J. Ricker, Moncton. Private G. Richardson, Sackville. Private E. Scoville, Hampton. Private E. Sulley, Sussex. Private F. Sibley, Moncton. Private F. Tremble, Moncton. Private W. Teales, Moncton. Private A. W. West, Penobscot. Private M. Wemyss, Moncton. Private P. Wheaton, Hillsboro. Private E. White, Walton's Lake. Private W. Walton, Sackville. Private A. Wilson, Moncton. Sergeant P. Wilson, Fredericton. Corporal A. Williams, Fredericton. Corporal C. Stewart, St. Stephen. Corporal E. N. Farnet, Fredericton. Corporal J. Burrow, Gibson. Lance Corp. J. McLean, St. Stephen. Lance Corp. T. Jones, Milltown. Lance Corp. B. Hanson, Marysville. Private P. E. Allen, Fredericton. Private O. Remon, Fredericton. Private L. McCullough, Fredericton. Private J. O. Mount, Fredericton. Private N. Lynch, Fredericton. Private C. H. Hays, Fredericton. Private S. Brewer, Fredericton. Private S. Kitchen, Fredericton. Private G. Crowley, Fredericton. Private S. Keen, Fredericton. Private W. Masters, Fredericton. Private D. J. Brewer, Burt's Corner. Private F. Tyler, St. Marys. Private E. Campbell, Fredericton Junction. Private A. Burrell, McAdam. Private R. Ferris, Spring Hill. Private J. Robinson, Marysville. Private A. Baxter, Milltown. Private J. Booth, Milltown. Private N. Doyle, Amherst. Private R. Casey, Milltown. Private M. Deacon, Milltown. Private T. Graham, Milltown. Private F. Harrison, Milltown. Private Ray Hanson, Milltown. Private W. Hacking, Milltown. Private E. Henry, Fredericton. Private C. Hulme, Milltown. Private J. McInnes, Milltown. Private T. Webster, Fredericton. Private R. Bartlett, St. Stephen. Private W. Boyd, St. Stephen. Private F. Fleming, St. Stephen. Private A. McNamara, St. Stephen. Private B. McNamara, St. Stephen. Private R. Stuart, St. Stephen. Private L. Whiteley, St. Stephen. Private F. Daniels, Fredericton. Officers for the 67th Regiment are: Captain J. C. McLaughlin, Woodstock; Lieutenant C. M. Rideout, Edmundston; Lieutenant C. E. Williams, Lakeville.

The body of William Kelly, who was drowned on Monday morning at Chipman from the river steamer Elaine, had not yet been recovered. A large number of men searched the vicinity all day yesterday but failed to locate the body. It is in the belief that the men will discontinue their work on account of the weather, but they will continue this morning.

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RUSSIANS SINK FOUR TRANSPORTS

Petrograd, Nov. 10.—An official communication from the general staff of the navy issued this evening gives the details of the sinking recently of several Turkish transports. The communication says:

"The commander of the Russian fleet, on nearing Port Sangou-dak sent two of his ships, with some torpedo boats, to destroy the buildings and workshops of the port. This was done successfully. Moreover, a Turkish steamer was sunk.

"At the same time our scout ship sighted a Turkish military transport filled with soldiers, which was about to put to sea. Our cruiser approached this vessel and opened fire and sank it. Then the Russian fleet put to sea.

"Shortly afterwards the Russian fleet sighted through the mist a Turkish naval column of two transports, one of which, the Midhat Pasha, had hoisted the war pennant. Torpedo boats sent to destroy these transports soon sighted a third one.

"The three transports, laden with ammunition, guns, automobiles and aeroplanes, were sunk. We saved and captured 248 men from the ships, among them several German officers and a staff officer, who was bearing some documents. The prisoner declared that the transports were to be used to take troops of Trebizond."

RUSSIAN FLEET DOES MUCH DAMAGE.

London, Nov. 11, 12:25 a. m.—According to a despatch to the Exchange Telegraph Company from Constantinople by way of Rome, Russian cruisers have bombarded the forts in the Bosphorus and the coal magazines at Heraclea, Asia Minor.

The Turkish fleet sallied out against the Russians, but soon withdrew. At Heraclea the Russians sank a large number of merchant vessels.

NO AMERICAN CRUISER SUNK.

Washington, Nov. 10.—Navy department officials refused to be disturbed today by persistent rumors that the cruiser North Carolina, at Beirut, Syria, had been sunk by a mine.

"There is not the least apprehension for the ship," was the official answer to all inquiries.

AIR CRAFT AND FIRING ALARM SHEERNESS.

London, Nov. 10, 3:25 p. m.—A despatch to the Evening News from Dover says:

"As the result of a report that an airship had been sighted over Sheerness, the searchlight corps was busy all night. Later the airship was reported over Harwich.

"Firing was heard on the eastern cliffs between 2 and 2:30 o'clock this morning."

BRITISH SHIPS ON WAY TO PACIFIC.

Buenos Aires, Nov. 10.—The British cruisers Carnarvon and Defence arrived here today, accompanied by the transport Orana.

The Defence is an armored cruiser of 14,600 tons displacement, a fact that makes her presence in the somewhat shallow waters of the River Plate rather remarkable and another proof of the ability of the British navy to meet all demands upon it. The Defence has a length of 490 feet and a beam of 74.1-2 and a draft of 26 feet. She is armed with four 9-inch guns, ten 7.5-inch, sixteen 12-pounders and five machine guns and her armor belt is 6.4 inches in thickness. She was launched at the only Welsh shipbuilding port of Pembroke in 1909.

The Carnarvon is also an armored cruiser of somewhat smaller size, her displacement being 10,850 tons and her length 390 feet. She has four 7.5 guns, six 6-inch, twenty 3-pounders and two machine guns, etc., was \$4,500,000. The total cost of the vessel with the guns, etc., was \$4,500,000.

Buenos Aires is 100 miles up river from Montevideo and far outside the normal track of war vessels, so that it is possible that the Defence and the Carnarvon are there for coaling purposes.

One of the last occasions that a British war vessel had to visit Buenos Aires was in the early sixties when, in conjunction with the French, they blockaded the port owing to one of the many cases of defaulting payment by the province of Cordoba.

ITALY SUFFERS FROM AUSTRIAN MINE.

Ancona, Italy, via Rome, Nov. 10, 11:55 p. m.—A floating mine exploded today so near in shore in the vicinity of Fossacosta that it seriously damaged the flag station of the railway line running along the sea front. There were no casualties.

It is understood the Italian government has addressed representations to Austria concerning mines in the Adriatic.

Germans Lose Good Sized Fleet In Battle Since War Began

Losses to the German navy inflicted by the British and allies since the war began amount to twenty-two vessels, exclusive of one unmanned destroyer, and the converted cruisers Trafalgar, Spreewald and Princess Alice. This is also exclusive of two hundred merchantmen, with a total tonnage of 200,000, captured or sunk by the British.

The list of German naval losses follows:

Name. Class. Displacement. York—Armored cruiser 9350 Emden—Protected cruiser 3392 Koenigsberg—(A) Protected cruiser 3498 (B) Unprotected cruiser 1594 Coeln—Protected cruiser 4280 Arlsruhe—Protected cruiser 2918 Muedberg—Protected cruiser 4478 Hela—Protected cruiser 2003

Cormoran—Unprotected cruiser .. 1604 Panther—Gunboat 964 Trafalgar—Converted cruiser Spreewald—(C) Converted cruiser Kaiser Wilhelm—Converted cruiser 14,849 Koenigs Luise—Converted mine layer 6586 Mine—Submarine ship 10,586 U-15—Submarine 200 U-17—Destroyer 848 S-106—Destroyer 896 S-90—Destroyer 896

Total 47,780 Also an unmanned destroyer sunk in the North Sea. (A)—Bottled up. (B)—Interned. (C)—Captured.

GERMAN SPY PAID DEATH PENALTY

London, Nov. 10.—It is officially announced that Carl Hans Lody, alias Charles A. Inglis, who was found guilty by a court martial of espionage November 2, has been shot as a spy.

Lody, when arrested, claimed to be an American, but later confessed that he was a German. He had lived in New York and Omaha. In the latter city he was married the daughter of Gottlieb Storz, a brewer, who later divorced him.

Carl Hans Lody, the first man to be shot as a spy in England in generations, once was employed as a guide by a touring agency in New York and also worked for the Union Pacific Railway in Omaha. He was arrested late in September in London charged with espionage and at his trial it transpired that he was a former lieutenant in the German navy, but that he had been transferred to the reserves.

In his capacity as a reserve officer, Lody said he was ordered to proceed to England to keep track of the movements of the British fleet, but was warned not to do any spying. He was told to travel as an American citizen and in consequence of that he received an American passport.

He claimed membership in several New York societies. Last year Lody served on board Emperor William's racing yacht Meteor.

The prosecutor, in summing up, said Lody had admitted being an alien enemy posing as a civilian—at times as an American—merely communicating important information to Germany. He described the prisoner as one upon whom the international law against