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## EYEWITNESSES TELL STORY OF LOSS OF SUPER-DREADNOUGHT 'AUDACIOUS' BY HITTING A MINE TO N. OF IRELAND

Two Members of the Orchestra of the Olympic Say They Were on the Liner When She Was Engaged in the Task of Rescuing the Crew of the Great British Battleship Later in October

SAY THE 'AUDACIOUS' REMAINED AFLOAT FOR TWELVE HOURS AFTER THE EXPLOSION

An Attempt Was Made to Tow the Crippled Ship Into Port But the Hawser Broke Twice and the Ship Had to Be Abandoned—Only Two Fatalities in Crew of Nine Hundred Men

NEW YORK, Nov. 18.—Mail advices brought to New York, apparently confirm the report, published by the Associated Press that the super-dreadnought Audacious, the third largest battleship in the British navy, was sunk after striking a mine off the north coast of Ireland on October 27.

The report coupled the White Star steamship Olympic with the disaster, saying that the officers and crew of the battleship were rescued in the Olympic's lifeboats, and that all or nearly all those on board the Audacious were saved.

The White Star liner diverted her course on her last voyage across the Atlantic and put in at Lough Swilly, Ireland, on October 29. This was explained in cable despatches on no less authority than the British Admiralty, by the fact that mines had been discovered in the steamship lane on the north coast of Ireland, and that the steamer had altered her course as a matter of safety. However, no mention was made of any naval disaster at the time.

The British Admiralty is silent yet with regard to the Audacious. The Audacious was of the King George V. class—third in tonnage and armament of the British warships. She was a sister ship of the King George V., Centurion, and Ajax, and all were commissioned in 1911 or 1912. She had a displacement of 24,000 tons, and was 596 feet in length. Her armament consisted of ten 13.5-inch guns, sixteen 4-inch guns, four three-pounders, with three 21-inch torpedo tubes.

In her trials she developed a speed of 22.4 knots, being slightly faster under trial than the other vessels of her class.

### STORY TOLD BY EYEWITNESSES

New York, Nov. 18.—The first Hugh Griffiths, musician, members authentic detailed account of the of the orchestra of the Olympic, the sinking of the super-dreadnought ship which rescued the crew of the Audacious on October 27 off the Audacious and took them to Lough coast of Ireland is brought here by Swilly. The men arrived on the American James R. Beames, bandmaster, and liner New York.

In spite of the fact that there were nine hundred officers and men on the Audacious and that the rescue work was carried on under great difficulty in heavy seas and a westerly gale, only two lives were lost. One was a petty officer, who was drowned out of a lifeboat; the other a gunner's mate, who was struck by a fragment of steel when the Audacious was blown up.

### Was Deep in Water.

Bandmaster Beames told this story: "After the Olympic left New York on October 21," he said, "we heard for the first time that the north-east coast of Ireland was reported to have been mined and that certain shipping men in New York had bet long odds that the ship would not reach Greenock safely.

"All went well, however, until 10 o'clock on the morning of October 27, when we sighted Tory Island, off the Irish coast. It was a dull, cold morning, with a strong, westerly gale blowing, and a very heavy sea running. At 11 o'clock we sighted two warships ahead. The larger of the two was wallowing in the trough of the sea and so deep by the stern that the seas were washing over the quarter deck. This was the Audacious.

### Distress Signal Flying.

"At first we did not think there was anything serious the matter until the other vessel, which proved to be the cruiser Liverpool, began to circle a zigzag fashion across the course of the Olympic for about fifteen minutes. By that time we were close enough to observe from the Audacious that the battleship had her distress signal flying, a blue and white checkered flag, the letter 'N' of the International Signal Code, at her main signal yard.

"The cruiser had circled ahead of the Olympic in order to be certain that there was no further risk from mines. We stopped within five hundred yards of the disabled warship, and a few minutes later the order was given: 'Man the boats!'

"Fourteen lifeboats were swung out on the port side first, under the direction of Staff Captain Metcalfe, but they were swung in again, and the boats were lowered from the starboard side. They were manned by sailors, firemen and stewards from the Olympic without any excitement. When the order was given the stewards all rushed for the boats, and a bell-boy, not fifteen years old, climbed into lifeboat No. 2 and hid, and he was not discovered until the boat had left the ship.

"While the boats were being lowered a boat was put out on the port side of the battleship with five men in it, and almost immediately captured.

(Continued on page 3)

## Russians Unbroken In Poland

Administer Severe Check to the Germans and it is Believed They Have Outflanked the Enemy

London, Nov. 21.—The German attempts to break through the Russian armies in Poland have sustained a severe check, which, according to present indications, are likely to have decisive consequences for the enemy, says a despatch from the Petrograd correspondent of the Times.

The message continues: "The official report of the capture of a battery north-west of Lodz is extremely significant and suggestive, probably, of a successful Russian banking movement from the direction of Pietrkow. News was received last night of the arrival of large Russian reinforcements which would probably account for the reverses the Germans have sustained.

## PETROGRAD FEELS MORE CONFIDENT

Thinks That Russian Commander-in-Chief Has Situation Well in Hand

London, Nov. 20.—The Daily Telegraph's correspondent at Petrograd says a certain amount of apprehension was felt here with regard to the situation in North-West Russian Poland, but it was obliterated by the latest general staff announcement, taken in conjunction with other authoritative information regarding the fighting of the last few days.

The mere fact of the Commander-in-Chief admitting that the Russian troops are falling back on the River Buzna suggests that this step is being taken deliberately for strategic reasons. It is to the Russians' advantage to entice the enemy as far as possible into the region of torn up roads, wrecked bridges and devastated railways which he left behind on his retreat from Vistula, for they can beat him with much more ease and comfort when he is separated from the well-organized system of communications in his own country.

## Destroy German Supply Trains

Washington, Nov. 21.—Foreign office despatches to the French Embassy here mentioned the success of the French in repulsing German attacks in Argonne as stated in the communication of the War Office and announced the destruction of German earth-works and supply trains in the vicinity of Rheims.

## VIOLENT GERMAN ATTACKS FAILED IN EVERY INSTANCE TO BREAK ALLIES' LINES

Intention Was Evidently to Wear Down Allies by Repeated Attacks and Then Shatter Them by Prolonged Bombardment

### THESE INTENTIONS COMPLETELY FOILED

Sustained Assaults of Even the Prussian Guard Decisively Repulsed—Line Unshaken Under Tremendous Fire

(British Official Narrative.)

London, Nov. 18.—Col. L. D. Swindon, the official observer at the British headquarters, gives a further chapter of his narrative of operations at the front, bringing up his account to Nov. 13th. His latest report describes the fierce action of the Prussian Guards on the British lines in the neighborhood of Ypres.

Colonel Swindon's report, issued through the official press bureau, follows: "The demerit in the force of the German rush to the west has not lasted long. The section of the front to the north of our forces was the first to meet the resurgence of violence in the shape of an attack in the neighborhood of Dixmude and Bixchoote.

"Our turn came next. After eight days of comparative relaxation we were under constant pressure from Tuesday, November 3rd, to Tuesday, 10th. The next day saw a repetition of the attempt to break through our lines on the French coast.

### Expected Happened.

"What we realized might happen, did happen. In spite of the immense losses suffered by the enemy during the five day attack against Ypres, which lasted from October 29th to the second of this month, the cessation of their more violent efforts on the latter day did not realize the abandonment of the whole project, but merely the temporary relinquishment of the main offensive until fresh troops had been massed to carry on what was proving to be a costly and difficult operation.

Meanwhile the interval was employed in endeavoring to wear out the Allies by repeated local attacks of varying force, and to shatter them by prolonged and concentrated bombardment. By the 11th, therefore, it seems that they considered they had attained both objects, for on that day, they commenced the desperate battle for the possession of Ypres and its neighborhood.

"Though the struggle has not yet come to an end, this much can be said: 'The Germans have gained some ground but they have not yet captured Ypres.'

### Enemy Foiled in Main Objective.

"In repulsing the enemy so far we have suffered heavy casualties, but battles of this fierce and prolonged nature cannot be but costly to both sides. We have the satisfaction of knowing that we have foiled the enemy in what appears to be at present his main object in the western theatre of operations, and have inflicted immensely greater losses on him than those we have suffered ourselves.

"To carry on the narrative for the three days of the 10th, 11th, and 12th November.

"Tuesday, the 10th, was uneventful for us. At some distance from our (Continued on page 4.)

## Admiralty Extends Area Of Mine System

London, Nov. 21.—The British Admiralty announces that, owing to its extension of its mine system, after Nov. 27 pilotage will be compulsory in the Humber and on the Tyne River, in the Firth of Forth and the Moray Firth and in Scapa Flow.

It will be highly dangerous, the Admiralty statement adds, for vessels to be without a pilot in these waters.

had received it from a correspondent in the North of Ireland. No further information could be given.

## Przemysl Will Soon Be Taken

Russians Capture Most of the Entrenchments and Many of the Fortifications

Paris, Nov. 21.—It is announced here in a despatch from Petrograd that the siege of Przemysl appears to be rapidly approaching and the trenches are surrendering. Some of the fortifications are in possession of the Russian troops.

Many of the trenches were found filled with lime, confirming the statement of prisoners that cholera is raging in the garrison of Przemysl.

## "Are Beyond All Praise" Says French

London, Nov. 21.—A remarkable tribute to the bravery of the British soldiers fighting in France is paid by Field-Marshal French, in a special order which was published here today.

The order, which is addressed to the Second Brigade Army Corps and is dated Field Headquarters, Nov. 3rd, says in part:

"Your Commander-in-Chief watched with deepest admiration and solicitude the splendid stand made by the soldiers of His Majesty the King in their splendid efforts to maintain the forward position which they have won by gallantry and steadfastness. Its courage and endurance are beyond all praise.

"It is an honor to belong to such an army."

## German Generals Suicide

Petrograd, Nov. 21.—A despatch from Warsaw says that the German Generals Von Bredow and Von Bromm committed suicide at Czenstochowa, Russian Poland, after the German defeat.

## Punishment For Turkey

Petrograd, Nov. 21.—Russian warships bombarded the port of Kefa, in Turkish Armenia, 10 miles south-west of Batum on the Black Sea, whence the Turks were preparing for an offensive movement in the direction of the different passes of the atcharckl region, destroying part of the barracks and custom house, blowing up the ammunition depot and setting the place on fire.

Important despatches to follow.

## BELIEVED HIM REMISS IN DUTY

London, Nov. 21.—A despatch from Copenhagen says that because the German auxiliary cruiser Berlin, now interned, was able to pass Fort Trondhjem, Norway, unchallenged, the commandant of the fort has been removed and an inquiry instituted.

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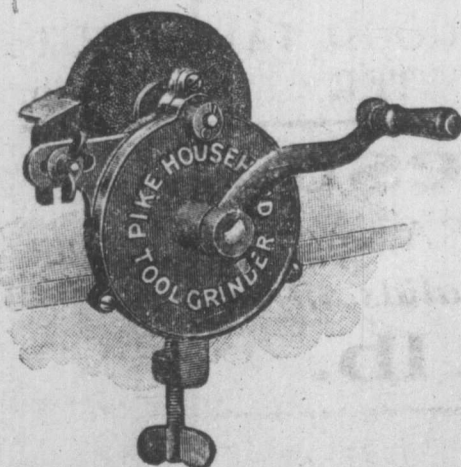
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