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BRITISH SINK THE NURNBERG AND CORNER THE DRESDEN; GERMAN SUBMARINE ATTACK

London, Dec. 10, 7.40 p. m.—The official Bureau announced this afternoon that the German cruiser Nurnberg, one of the warships which escaped from the English in the engagement of December 8, has been sunk. The text of the official bureau statement reads: "A further telegram has been received from Vice Admiral Sturdee, reporting that the Nurnberg was also sunk on December 8, and that the search for the Dresden is still proceeding. "The action lasted for five hours with intervals. The Scharnhorst sank after three hours, and the Gneisenau two hours later. The enemy's light cruisers scattered, and were chased by our cruisers and light cruisers. No loss of any British vessel is reported."

BRITISH CRUISERS SOON CAUGHT FLEEING NURNBERG

London, Dec. 10, 8.50 p. m.—The German cruiser Nurnberg, which withdrew from the battle off the Falkland Islands last Tuesday, and attempted to make her escape, in company with the cruiser Dresden, while the British warships under Vice Admiral Sir Frederick Sturdee were sinking the Scharnhorst, Gneisenau and Leipzig, was hunted across the water by units of the British fleet, and sunk the same day.

This information was contained in a statement of the British official press bureau made public today. The statement added that a search for the Dresden was still proceeding.

Although the official press bureau says the British men-of-war are still seeking for the last one of Admiral Von Spee's vessels, unofficial reports received in Buenos Aires say the Dresden has been cornered in the Straits of Magellan, the tortuous waterway leading from the Atlantic to the Pacific at the southernmost point of South America. Whether these reports are true or not, it is believed in Admiralty circles here that the Dresden, even though she is a somewhat faster boat than any of these sunk in Tuesday's battle, eventually will be brought to action.

The battle in which the Scharnhorst, Gneisenau and Leipzig were sent to the bottom, according to the admiralty report, lasted five hours, with intervals. The Scharnhorst sank in three hours, and the Gneisenau two hours later. No loss of any British vessels has been reported by the Admiralty.

The destruction of a majority of the ships of the German fleet had an immediate effect on insurance rates, and the government rate for insurance of cargoes against war risks was reduced today from two guineas to one and one-half guineas percent. One member of Lloyd's, who recently has not been accepting any business, resumed operations.

The impression prevails among naval men that Admiral Von Spee, realizing that he could no longer keep out of touch with the British and Japanese fleets patrolling the Pacific, decided to enter the Atlantic and make a run for home, in the hope that at least some of his ships would get past the British. This move, it is said, was anticipated by the Admiralty, and Vice Admiral Sturdee was sent south to head off the Germans before they could get well into the Atlantic and scatter, which would have made their capture more difficult.

SAYS DRESDEN HAS BEEN CORNERED.

Buenos Aires, Dec. 10.—The German cruiser Dresden, the only warship of Admiral Count Von Spee's squadron to escape after the battle with the British squadron under command of Admiral Sir Frederick Sturdee, has been cornered in the Straits of Magellan, according to advices obtained through informed circles today.

The naval division commanded by Admiral Sturdee is understood to include nine warships, notably the British battle cruisers Lion and Indefatigable.

The British battle cruiser Lion and Indefatigable, reported to be part of Vice-Admiral Frederick Sturdee's squadron, displacements are 26,350 tons and 18,750 tons respectively. The Lion was built in 1911, and has a speed of 26 1/2 knots, and a draft of thirty feet. The Lion carries eight 13.5-inch guns, and sixteen 4-inch guns, and is equipped with three 21-inch torpedo tubes. Her complement consists of 1,000 men, and she is capable of travelling twenty-eight knots.

The battle cruiser Indefatigable is 578 feet long, 79.4 feet beam, and 27 feet deep. She was constructed at Davenport in 1911, and has a speed of 26 knots. The Indefatigable's armament consists of eight 12-inch guns, six 4-inch guns and three 21-inch torpedo tubes. She has a complement of 1,000 officers and men.

The Nurnberg is a third-class cruiser built at Kiel in 1908 with a complement of 322 officers and men. She had a displacement of 3,376 tons, a length of 354 feet and a speed of 23.5 knots an hour. Her armament was ten 4.1, and eight 2.1, and four machine guns.

The Dresden is also a third-class cruiser built in the same year at Hamburg, with a displacement of 3,544 tons, and armed with twelve 4.1, four 2.1, and four machine guns. Her complement is 361 and her speed is 27 knots, and she is developed by steam turbines of 15,000 indicated horse power. Her length is 364 feet and her beam 44 feet. The Dresden is a faster ship to the London so far as speed is concerned. She is one of the fastest vessels in the German navy, being exceeded only by the battle cruiser Seydlitz, which steamed 39 knots with 100,000 horse power and by the destroyers, of which one S-23 steamed a record of 37 knots.

The Karlsruhe is a small cruiser of 4,820 tons with a speed of 27 knots, mounting twelve 4.1 guns.

It is interesting to state that the Lion is one of the newest types of battle cruisers in the British navy, only completed in 1913, and is designed to enable her four forward 13.5 guns to fire and on making her very valuable in pursuit of the enemy. In the Indefatigable four of the 12-inch guns can be trained for end-on fire.

WHAT BERLIN SAYS ABOUT IT.

Berlin, via London, Dec. 10, 11.50 p. m.—An official communication issued by the admiralty today reproduced the statement of the British admiralty regarding the sinking of the German cruisers off the Falkland Islands, and added: "Our losses seem to have been great. Concerning the strength of the enemy, whose losses are reported to be small, the English despatches say nothing."

THE CASE OF THE LUXOR.

Callao, Peru, Dec. 9.—The German steamer Luxor, of the Cosmo Line, arrived here today from Coronel, Chile, where she took on a full cargo of coal and provisions. When she reached this port she had a cargo of only 180 tons, and it is stated the remainder was transhipped to German cruisers. The Peruvian authorities announce the Luxor will be detained here.

The Luxor sailed suddenly, without clearance papers, from Coronel on November 20. The Chilean government, suspecting her purpose was to take supplies to the German squadron, ordered that no Cosmo Line steamers be permitted to call in Chilean ports, pending an investigation of the case.

The foregoing dispatch indicates the Luxor met the German fleet under Admiral Von Spee before it passed into the South Atlantic, where it was destroyed by the British.

ALLIES DRIVE GERMAN FROM ROULERS IN WEST FLANDERS

Amsterdam, via London, Dec. 10, 10.35 p. m.—The Allies have entered Roulers, in West Flanders, about twelve miles northeast of Ypres, according to the Shins correspondent of the Handelsblad.

A despatch to a London newspaper from the Belgian frontier Wednesday said the German divisional headquarters was removed from Roulers when shells began to fall in the town, after the British had captured Puschendale, a short distance to the west.

THE KARLSRUHE, DESPERATE, NOW GIVING MUCH TROUBLE

Working Havoc With Shipping Along the South American Coast—German Agents Believed to be Keeping Her Well Informed—Many German Ships Interned.

New York, Dec. 10.—The will-o-the-wisp movements of the German cruiser Karlsruhe in South American and West Indian waters, and the belief that German secret agents are keeping her informed of movements of merchant vessels, is working havoc with shipping along the South American coast, according to officials of the steamer Scottish Prince that arrived here today from Santos. The Scottish Prince left Santos for New York on October 31. She received wireless reports that the Karlsruhe was watching for her, and altered her course to the extent that she steamed more than 1,100 miles out of her way, almost to the west coast of Africa, on the trip to New York. Nothing unusual was sighted, however, and she completed her voyage in safety.

At various ports of Brazil and Argentina the Amazon and Platte rivers, officials of the ship said that they contacted 87 German and Austrian steamships interned because of the war. At Santos they passed close to the German steamer Prussia that was interned by the port authorities on December 9, after being found 41.000 tons of fuel to comply with the navigation laws of the country with particular reference to supplying fuel to warships of a belligerent nation. The Prussia, laden with coal, cleared on September 2 from the port of Rio de Janeiro, giving her destination as Santos. Besides intending the Karlsruhe, the Prussia, laden with coal, cleared on September 2 from the port of Rio de Janeiro, giving her destination as Santos. Besides intending the Karlsruhe, the Prussia, laden with coal, cleared on September 2 from the port of Rio de Janeiro, giving her destination as Santos.

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SERVIANS CAPTURED MANY MEN AND GUNS

Paris, Dec. 10, 11.10 p. m.—A despatch to the Havas Agency from Nish, Serbia, says the total captures of the Serbians in battles fought with the Austrians from Dec. 3 to Dec. 7, were 121 officers and 23,114 men; 68 field pieces, 42 quick-firers, eight mortars, 10,000 rifles, 59 wagon loads of ammunition, 1,200 transport wagons, 10 hospital wagons, four ambulances, two treasury safes, and 897 horses.

Says It is Complete.

London, Dec. 11, 8.50 a. m.—A despatch to the Daily Mail from its correspondent at Kragevatz, Serbia says: "The Austrian debacle is now an established fact. The Serbians drove the Austrians from the center of the Austrian forces, shattering four army corps, which are now in flight. The mass of prisoners and captured material is so great that it cannot be tabulated."

"The Serbians are pushing the pursuit vigorously and successfully. The roads in the rear of the Serbian army are blocked with incoming prisoners, who appear satisfied that their ordeal is over. Entire battalions are marching under guard of a handful of Serbians, while many groups of prisoners come in absolutely unattended."

Germany Were Driven Out of Armentieres

London, Dec. 10, 10.10 p. m.—Reuter's Bourdeaux correspondent, who has just returned to Bourdeaux from Armentieres, says the Germans on Tuesday were driven out of Armentieres by the British, and hurried back beyond artillery range.

Armentieres is also called northwest of Lille.

Germany Anxious For Rest at Christmas

Berlin, Dec. 10.—(By wireless to Sayville, N. Y.)—Among the news items given out by the German official press bureau today were the following: "Immediately Germany received the suggestion of Pope Benedict for a truce among the warring nations during the Christmas holidays, an affirmative reply was sent to the Vatican. The reply, however, was conditional on the acceptance of all the other belligerents in the pope's suggestion."

BRITISH WAR OFFICE WANTS MORE NURSES

Seventy-Five to be Sent From Canada at Once—Military Department Has 2,000 Applications on File.

Ottawa, Dec. 10.—Seventy-five additional trained nurses are to be sent at once from Canada to Great Britain, by request of the war office. The minister of militia has received a request from London for the additional number, who according to the war office are immediately required.

A little over 100 nurses went with the first Canadian Expeditionary Force, and they are all at work and more are required. There are something like 2,000 applications from nurses anxious to serve now on file with the militia department, and there will be no difficulty in securing promptly the seventy-five now wanted in England. They will sail at an early date.

WASHINGTON HEARS OF MORE VICTORIES FOR THE ENEMIES

Washington, Dec. 10.—Further successes for the Austrian and German troops in western Galicia, and the repulse of a Russian force attacking near Piotrkow were reported to the Austro-Hungarian embassy today from Vienna. The despatch says:

"Struggle in Russian war theater continues. Southwest of Piotrkow the allied troops repulsed the attack made by the Russians, who were forced to yield. In west Galicia greater fighting continues without decision."

"The allied forces here yesterday took 1,800 more Russian prisoners. In the Carpathians the Russians were again forced to retire before strong forces to positions behind the mountain ridges."

An embassy despatch yesterday, interpreted to say that 26,000 Russians had been captured, really said 2,800 had been taken.

Beyers' Body Has Been Found

Pretoria, via London, Dec. 11, 1914 a. m.—The body of General Christiaan Beyers, the rebel leader, who was drowned recently while attempting to escape across the Vaal river from government troops, has been found at Vrege Krans, not far from the spot where General Beyers was seen to sink.

The official announcement says that there is no doubt with regard to the identification.

SECOND CANADIAN RELIEF SHIP FOR BELGIANS ARRIVES

Halifax, N. S., Dec. 10.—Premier Murray, was advised by cable today of the arrival at Devonport, Eng., of the steamer Doris. The Doris carried one of the second cargo of mercy for the relief of the Belgians.

DARING RAID ON HARBOR AT DOVER

German Submarines Said to Have Made Night Attack—Forts Fired Many Shots and Some of the Boats May Have Been Sunk—No Confirmation.

London, Dec. 11, 12.23 a. m.—Half a dozen German submarines made an attempt at 6.30 o'clock Thursday morning to enter the Admiralty harbor, according to a Dover despatch to the Exchange Telegraph Company, and for half an hour the batteries kept up a furious fusillade, firing at least two hundred shots. It is reported that two or three of the submarines were sunk, but no confirmation of this can be obtained.

The attempt was made under cover of early morning darkness and during a heavy rainstorm. The first alarm, says the despatch, was given by the firing of a naval gun, and soon all the batteries were in action.

The admiralty, to whom this despatch was submitted, said that it had not received confirmation of the reported attack.

Dover is opposite the French town of Calais, and is one of the chief ports of communication between England and the continent. The Admiralty harbor, comprising an area of 160 acres, is the finest harbor of refuge in the channel. Its construction was begun in 1860 and completed in 1907, at a cost of \$47,000,000.

The western limit of the older commercial harbor and the Admiralty harbor is the Admiralty Pier. The commercial harbor is bounded on the east by the Prince of Wales pier, while the east arm of the Admiralty harbor is built out from the shore, to the east of Dover Castle. There are numerous forts guarding the entrance.

DOVER PEOPLE ALARMED.

Dover, England, Dec. 10, via London.—The city of Dover was thrown into excitement today by the announcement that the Germans, early this morning, attempted a submarine attack on the harbor works and the fleet at anchor in the harbor.

The night was very dark, and a heavy rain and fog made searchlight work difficult. Fortunately, the forts were put on the alert about 4 o'clock this morning by the appearance of an unidentified steamer, which refused to stop until a shot was fired across her bow. The vessel then retired. She is believed to have been a tender of the submarines.

Half an hour later, it is said, a single submarine was sighted and one of the heavy guns in the harbor fired at her. This submarine, which evidently was an advance scout, disappeared but at 6.30 the observers sighted what they believed to be a fleet of about six submarines several miles out in the channel.

The channel forts commenced firing in the direction of the supposed submarines, and kept it up for almost half an hour.

At the same time a torpedo boat destroyer flotilla put to sea, where it remained all day.

Large crowds gathered on the waterfront in the early morning hours and watched the searchlights and the artillery fire. When they saw no results of the shelling, many persons expressed the opinion that it was a false alarm.

There is no official confirmation that German submarines were seen.

BRITISH PEOPLE TAKE VICTORY WITH CALMNESS

And Do Not Forget That a Great Struggle is Still Going on in Europe—Pleased With Servian Success and News From South Africa.

London, Dec. 10, 10.07 p. m.—While the defeat of the German squadron in the South Atlantic has evoked the liveliest satisfaction throughout Great Britain, there have been no celebrations such as marked the victory of the South African war, the British people being too much wrapped up in the operations of the Allied armies on the continent.

The lack of news from Poland causes some uneasiness regarding the result of the prolonged battle between the Russians and Germans, but the reports from France are considered here to be most favorable to the Allies. The daily communication from Paris shows that the French have been making slow progress at many points for the past fortnight, and a review sent by a French eye-witness for the period from November 27 to December 5, claims that the ascendancy of the French infantry and artillery over the Germans had been established, and that while the infantry has advanced the artillery has mastered the German batteries.

Confusing Reports.

The report from French headquarters tonight adds little to the general knowledge, as it says the situation is unchanged, which indicates, however, that the positions taken have been maintained. Berlin, on the other hand, states that the French attacks in the Argonne have been repulsed.

It is apparent, however, that with the withdrawal of German troops to strengthen the armies in the east, the Allies have been able to push their lines forward in many places.

The Germans meanwhile continue their efforts to smash the Russian armies. While a large part of their force is endeavoring to hold the Russian centre another army is advancing from East Prussia to the east of Mlawa, and is attacking the Russian right with a view to cutting communications and entering Warsaw through the back door.

Heavy fighting also is going on in the southwest of Cracow and to the southwest of Lodz, where the Austrians and Germans are endeavoring to get around the Russian left.

The Germans, in fact, are repeating on a larger scale their favorite tactics of outflanking the positions of the opposing forces. In all they have always been able to gain initial success, because of their ability, with better means, to move their troops quickly. The Russian force is endeavoring to hold the Russian (Continued on page 8.)

THROUGH THE BITTER END

Delighted at the Fine People—Tells About St. John—The Training of the Navy.

is ready to strike the decisive blow. They are quite satisfied to know that their own strength is being able to keep the Germans until that time.

Navy.

Colonel McLean said that not a word had been published in any English newspaper of the accident to the Adacian, which it was pretty openly talked about in the general press. The ship had been struck by a mine and had sunk in shallow water, but that had been got off and dry-docked. However, the admiralty has not issued a denial nor noticed the fact published at all, and there was still some doubt about the whole matter. Let Col. McLean had not met anyone who took the first assumption with any fear, there would be ample confidence in the navy to do all demands in time.

No one can do other than marvel at the undeniable fact that shipping in the United Kingdom is almost normal. That the best proof that the navy has done its duty splendidly so far. The army will do it as soon as it gets the big news all the men are anxious to get.

THE WHOOPER'S CALL TO ARMS.

Contributed to the Chatham World.

heard the Whooper's call last night among the distant hills. There was sadness in the tremor of his cry.

He was calling up his country's sons to aid the Motherland. Where the loom of war was black against the sky.

had heard the roar of conflict and the cannon's spume of flame. And the shrapnel struck their message of despair.

then the reddened crest of battle breaks against old England's shores. And the anguished cry of wounded fills the air.

He knows the world has tracked its way from Babylon up to light. Because the power of love has vanquished pride.

But liberty has stretched her bounds upon the land and sea. Because somewhere the sons of Britain died.

again he sees that "thin red line" dread-bolted on the front. Again that holy flag has been unfurled.

and once again the sacred fires are lighted on the hills. That flashed the light of freedom round the world.

is now the rod of righteousness and the capture of the free. Or conquest by the iron glove of hate.

England's peaceful sceptre shall be stricken from her hands. Or Gallies or Cornica the fate.

The Whooper's call to Canada is sounding through the night. He is crying to the wind and to the waves.

from the foam of roaring Puget to the throb on St. John's. It's a bugle call of duty to the brave.

all in a dozen centuries are calling through the mist of time. To keep that flag of freedom from this dust.

Where England hurls her armaments there tyrants have profaned the soil. Her blood has been the nurture of the just.

We have thrown aside the peavey and taken up the sword. Our sons are lightly jumped for the fight.

When the lance-lights are reddened there Dungenway wants to stand. To buttress up the empire with her might.

When the battle's crash has ended and the smoke has cleared away. And the drums of war have sounded their last day.

You will see our banners lifted where they floated through the years. The empire hasn't shifted and Dungenway's on the map.

Dungenway River, Nov. 26, 1914.

Mr. Flemming's Poor Expedient (Manitoba Free Press.)