

## DESTRUCTION OF VESSELS BY U-53 DESCRIBED BY OFFICER

United States Naval Men had Predicted Demonstration of How German Under-Sea Rovers Destroy Merchant Craft—American Officer Not Favorably Impressed.

Newport, R. I., Oct. 29.—Quartermaster Nathan Levy of the U. S. S. McDougal in an article in the New York Times describes the results of the U-53, which sank several vessels off the Massachusetts coast. Quartermaster Levy describes the havoc wrought by the U-53 in graphic language. He writes:

I have read a good deal about the doings of the U-53 in the vicinity of Nantucket Lightship, and noticed that very little has been published regarding the movements of our destroyer force and the part it played in the rescue work. I therefore take this means of telling the Times readers what actually occurred from the time we left port until our return.

As the world now knows, the first intimation we received of activity on the part of the U-53 was a radio received at the naval radio station on Goat Island. At about 12.35, while on watch, the Birmingham, our flagship, sent a semaphore message to all destroyers, including our mother ship, the Melville, to prepare to get under way and to report when ready. Then began one of the most wonderful races known to the United States Navy, a race to see which ship would be ready first and which would be first to leave. Almost instantly boat recalls were hoisted; cornets telling every one within distance to return immediately to their ships were run up to the trucks.

Heavy black smoke began to pour out of numerous stacks so thickly that the City of Newport was almost hidden from view, especially at the torpedo station, where about ten destroyers were berthed. The smoke resembled the black cloud of a cyclone. About six minutes after the signal was made the Jarvis stood out to sea, bound for Nantucket Light Vessel, making at the start a speed of 20 knots. The wonderful work of the Jarvis will long be remembered as breaking records for getting under way. My ship, the McDougal, made a great record at Hampton Roads in the early part of 1915, when during a sudden gale we were forced to get up steam on account of temporary drizzling. As fast as we were at that time, must admit that the Jarvis has bettered our record.

Now the race was on. In a short time there came a toot from the torpedo station. This was the Drayton under way. Almost immediately another, the Ericsson moved out; then another, the O'Brien. At one time there were three destroyers backing away from their berths at the station, which called for a display of good seamanship and cool nerve on the part of their commanding officers to prevent a collision.

Out the ships steamed. I cannot remember the exact order of leaving, but being on watch, I am sure that I do know, on account of the return of our small boats, we were fifth from the last to leave. The time we lost in the harbor was more than made up by our speed when we got outside. Very shortly, standing out of the harbor, we could see some of the destroyers standing around on a 126 degree (true) course, taking a short cut between Brenton's Reef Light Vessel and one of the main buoys marking Brenton's Reef. We then commenced our pursuit of the destroyers ahead. My what a beautiful and thrilling race it was!

We were now steaming under two boilers, making about 22½ knots, with two other boilers lit, but not cut in on the main line. In a short time we passed the American steamer Birmingham, heading for Vineyard Sound, and also sighted an unknown tramp steamer, without colors flying, close inshore. From her build and color, I am sure she was English. She was zigzagging, apparently having seen some of the work of the U-53, and was taking no chances.

Our boilers and engines were now starting to warm up, and our speed slowly increased. About two miles away, off our starboard bow, was the destroyer Conyngham, and dead ahead, about three miles, the limit of visibility, due to heavy haze, two other destroyers. Slowly we gained on the Conyngham, but lost our advantage in a few minutes on account of slight trouble in the forward fireroom. Soon we were at it again, while in the meantime the Winslow had passed us and the Nicholson was now close off our port quarter. No. 2 boiler was now cut in, and as our speed was by this time almost maximum we practically flew over the water. The Nicholson was soon left behind and the Conyngham was rapidly being overtaken. Soon we passed her. The Winslow was determined that we should not pass her, and to that purpose was going her limit. The ship ahead drew nearer to us, the captain at this time sighting a destroyer bearing off our port bow. With the aid of powerful glasses I made her out to be the McCall. Sweeping around, I made out two more, which were soon passed by us. Four destroyers were now passed, the Winslow losing slowly. The two ahead were slowing up, and soon we passed between them, the Cassin and the Benham. Six now, Winslow shortly after, seven.

Going below for a short rest before supper, I returned to the bridge and saw that we had passed three more, of which one was the Aylin and another the Cummings. All told, we passed at least ten destroyers which had left Newport before us and were capable of making as much speed as

the McDougal under ordinary conditions. The last three ships were overtaken within sight of the Light Vessel, of which we were now abreast, just three and one-half hours after taking our departure from Newport. A remarkable run, you must admit, a distance of 100 miles covered in the time mentioned above, from a cold start and with half the crew and officers ashore. Captain Fairfield should be congratulated upon the wonderful achievement, and for keeping up the good work of his ship, which is noted throughout the Atlantic Fleet.

With the Light Vessel abreast, we had the first opportunity to witness part of the tragedy. A short distance to the eastward of the Lightship was a large Dutch steamer, the Blommersdijk. To the left of her and close to us the German submarine U-53 was sighted, towing a ship's boat. Later our Captain hailed this boat and invited its occupants to come aboard. The invited boat came alongside, and her occupants were helped on board by our crew.

They were the Chief Officer, G. Klaasse; Boatswain P. N. von der Sluis; and Seaman H. H. Eschbach, G. Zeevaert, G. Heddema, and G. Oost. It is quite needless to say that they were all received with welcome. They had taken their departure from the Lightship, when a submarine was sighted flying the International "A" flag. ("Bring your papers on board.") The Blommersdijk lowered a boat, whose crew were the officers and men named above.

Chief Officer Klaasse was informed by the submarine commander that his ship was to be blown up at 6.30. Mr. Klaasse then requested permission to return to his ship, which was refused.

The following story was told me by a reliable man serving on the McDougal, as told him by one of the rescued men from the Blommersdijk. Immediately after the submarine commander had told Mr. Klaasse what he intended doing the U-53 hoisted the International "A" flag. ("Abandon the vessel as fast as possible.") Mr. Klaasse shouted to the Blommersdijk, asking to be towed toward the Lightship or back to the Lightship. Perhaps not understanding what the Chief Officer had said, the submarine officer made a movement of violence toward Mr. Klaasse. He stopped when one of the Blommersdijk's crew, who could speak German, translated what his Chief Officer had said. They were then called alongside and taken in tow.

During the time that the two officers were parleying the U-53 sighted one of our destroyers standing toward her. She immediately dove. Shortly after this occurrence we came upon the scene, sighting the submarine which was towing the Blommersdijk's boat in tow. At this time there were about four destroyers close aboard the Light Vessel, apparently taking off survivors. Quite a number of small boats were sent up astern of the Lightship. We stood over toward the submarine until we hailed the boat's crew, as I have already stated.

We then stood toward another vessel about two miles away from the Blommersdijk, to render assistance to her survivors if necessary. This vessel, like the Dutch ship, was ready for slaughter, absolutely deserted, but with all her lights burning brightly. To make sure that there was no one left on board, our Captain ran close to her and our forward searchlight turned on. The light was swept fore and aft without a living soul being visible.

I have been in the navy for about

eight years now, and I look upon a ship as the finest work of man—something that is alive and will give a man the best that is in her if treated half way right. Her sides were painted a beautiful black, which looked like enamel. Her superstructure was painted white. She made me think of a perfect human being that was to be put to death. I was not the only one who looked at her with a large lump in his throat and thought that she was being destroyed needlessly.

War may be hell and all that, but I sincerely wish nations wouldn't consider it part of their right to sink such magnificent steamers, at the same time sending to the bottom of the ocean the value that each ship and her cargo represents. Perhaps I am sentimental; if so my thanks are offered to God that he has allowed me to see that the sinking of innocent merchant ships is against his name.

At this time the U-53 was running back and forth between the Blommersdijk and the Lightship, and the captain of the Lightship, followed closely by one of our destroyers, apparently did not wish to miss anything. The submarine kept continually moving about. Whether it was in decision on his part I cannot say; any way, at about 7.10 our time (seventy minutes) the U-53 took station about 800 yards off the port beam of the Blommersdijk, bow on. Expecting he would fire, our Captain (many thanks to him) decided to run over and observe the effect. We had taken station about 1,500 yards astern of the doomed ship when, at 7.20, (our time), German efficiency being just one hour and ten minutes late, we heard a terrible report. Looking toward the Blommersdijk I saw a high cloud of water shooting up in the air, higher than the ship, but (bully for her!) she didn't sink.

Feeling cocksure that their torpedo—or was it a bomb, or perhaps a mine?—would finish the Scotch-built ship, the German turned her back and steamed away. I watched the Blommersdijk like a hawk, rooting for her—yes I did—praying that if she must go down she would at least give her executors a run for their money. Still the German continued steaming away. Did she, I thought, intend to allow the Dutchman to remain afloat? Visions of towing the big ship into port came to my mind, to see her repaired and perhaps again sailing the seas. But no; when within a few hundred yards of the Stephens she turned about and stood back to the Blommersdijk. No hope now. While this was taking place we had practically remained in one position. The night was beautiful, the sea smooth, and the moon gave almost as much light as day.

Taking station this time about about 1,000 yards from the Blommersdijk, which had listed to port slightly by the effects of the explosion, that was all, with her port running light towards us, which convinced us that she had stern tubes, the U-53 fired another torpedo, striking the Blommersdijk aft, under the living quarters and the firerooms. The second explosion was far more powerful than the first, the cloud of water about twice as high, the vibration caused by the explosion being felt very distinctly on our vessel. This time we could plainly see that the good ship was doomed. The second torpedo was fired at 8 o'clock. Slowly, she started to sink, stern first, gaining rapidly as she went. She was now about 100 feet from the stern of the Light Vessel. As the stern went down the bow went up, until lifted clear out of the water from the stem to about forty feet aft. This strange phenomenon was caused by the trimming tanks, which had been pumped out. Mr. Klaasse said, which now seemed as plain as day, that the Blommersdijk, when she was first sighted, was not afloat, but was being towed by the U-53. The depth of the water was about 162 feet, and her length was about 490 feet. Slowly she sank more deeply into the bottom of fine gray sand, and settled more on an even keel.

When she finally settled, from her stern to a point about thirty feet aft, projected completely out of the water, the only visible remains of a good ship.

## 108 EPISCOPAL BISHOPS WARN UNITED STATES

Warning Americans against "the danger of race antipathy flaring into hatred" and against "unconsecrated prosperity which is bound to cause manhood to decay," the pastoral letter of the American Episcopal church was read at the final joint session of the triennial convention at St. Louis.

The letter is the message of the 108 bishops of the church to its communicants, and under the church law, will be read in every Episcopal church up the country.

"Unlike most previous pastoral letters, it dealt with secular rather than ecclesiastical affairs. It reviewed conditions in the United States, in Europe and in the Orient and pointed out the spiritual threat that hangs over a nation which assumes the role of group-selfishness of false patriotism."

"Whatever danger may be lurking beyond our western horizon," it is asserted, "can surely be averted by a spirit of justice which has not always prevailed in our dealings with the Orient."

Members of the church were admonished to "sanctify their wealth by offering freely of their substance to God's cause, it being added that the wounds of Armenia, Poland and Belgium will be gaping to the sky and offer their dumb appeal to God and man."

The letter in part follows:

"America is involved today in world-wide confusion which finds its most acute expression in the battlefields of Europe. No self-isolation on our part is possible. The fortunes of the threads interwoven as the threads of tapestry."

"Interest can never again be sectional. The world is henceforth one for the time being in a disturbed and suffering unity, in days to come in a unity where order and health will reign. Political expediency may in the state, but it cannot hold in leash the sympathies of all citizens. A man cannot be passionless and retain his manhood."

"The fact that our nation is not at war affords no ground for smugness. It throws upon us the searching responsibility of exalting the true ideals of peace and incorporating them in our national life. Nationalism too often assumes the ugly role of group selfishness or false patriotism. Local conditions determine what form this disease will take. Yesterday it broke forth as the scarlet-rash of war; here, in unconsecrated prosperity which is bound to cause manhood to decay."

"The nation that in some quarters, for the sake of gain, still chains to the wheels of industry the bodies and souls of its children, that allows human life to be sacrificed to the inventions of speed and production from lack of costly safeguards; that heeds but listlessly the cry of the poor and oppressed, is not at peace even though she be not at war. If presently we aspire to act as peace makers in behalf of the warring nations, let our aspirations be tempered by the reflection that we are tainted with the common disease of which the eruption of war is a symptom, not a cause. God hates a godless and empty peace as much as He hates an unpeaceful war."

"Let it be sadly said that in proportion to her swollen wealth, America's contribution to the innocent sufferers in Europe, is the merest pittance. 'If America comes out of the world disorder richer in purse and poorer in manhood, she will bring upon her

self the penalty of a debased life, or even of losing her very soul.

"No nation, least of all so vast and diversified as ours, is justified in trusting to chance for the creation of her national character. She must expect of every one of her citizens some true form of national service, rendered according to the capacity of each. National preparedness is a clear duty. If this service assumes the form of military defence, such can easily become a menace and will surely fall short of pacific effect unless the productive forces of manhood are at the same moment shaped into social order. The only thorough preparedness is that exemplified by Christ—the preparedness of character based upon life with God."

"The nations now at war, have as much to teach us as we have to teach them. They rebuke our worship of comfort and money by the daily offering, upon a reeking altar of life and treasure; they declare to us that intoxicating liquor which is so freely and carelessly drunk in our land is a national menace to be dispensed with at the cost of lowered revenue, but with the gain of heightened vitality; they teach us that food is the staff of life, not an invitation to gluttony; they rebuke our spiritual poverty by the splendor of their spiritual eagerness, which, out of their tragedy, brings new vision from God and breeds new virtues in men; they shame our self-indulgence by a degree of self-sacrifice that is royal."

"Greed of possessions, of honor, of pleasure, have literally dethroned God from His supreme place among men. The sole cure is to exalt God."

"Thus far the church has been only strong enough to see and counsel, not strong enough to lead and counsel, her ideal. Her own disunion dims her hopes and hinders her progress. A divided church is powerless to create an undivided world."

"We close our words of counsel and exhortation with our faces set toward the dawn. History makes plain to us that man's extremity is God's opportunity. Beneath every pall of tragedy lies hidden the glory of God—new visions of faith, new counsels of virtue—to be revealed to and discovered by those who look not at the things which are seen, but at things which are not seen, and who wrestle with God for a blessing."

The reading of the letter by the Right Rev. Charles H. Brent, bishop of the Philippines, was attended by ecclesiastical ceremonies. Bishop Brent is a Canadian.

## Colds or Coughs SHOULD NEVER BE NEGLECTED.

If They Are Some Serious Lung Troubles Are Sure To Follow.

A cold or cough, if neglected, will sooner or later develop into some serious lung trouble, so we would advise that you get rid of it before it becomes settled. For this purpose we know of nothing to equal Dr. Wood's Norway Pine Syrup. This preparation has been on the market for the past twenty-five years, and has always given universal satisfaction.

Mr. Erwell Bolton, Wilton, Ont., writes: "Last winter I was caught in a storm and had to stay in a barn all night. I caught a severe cold which several medicines failed to cure. I went to some of the best doctors but these failed to do me any good. A friend advised me to use Dr. Wood's Norway Pine Syrup. I used three bottles and they gave me instant relief."

When you ask for "Dr. Wood's" see that you get the genuine, put up in a yellow wrapper, three pine trees the trade mark and bearing the name of The T. Milburn Co., Limited, Toronto, Ont. Price 25c. and 50c.

## YOU can save Belgian lives!

Though you cannot fight and kill Germans, you can give and save some of their helpless Belgian victims, three million of whom must be fed or starve.

So little is needed to feed a Belgian family, and so economically are contributions handled by the Belgian Relief Commission, that there are very few of us who could not provide for at least one family through this winter, or till the end of the war.

\$2.50 a month—less than 10c. a day—will do it! How easily you could save that much from your little indulgences—and how much it would mean to some Belgian mother and her hungry little ones!

Wouldn't a little self-denial now be richly repaid by knowing, when the war is over, that you had done your part, and had saved precious lives for our unfortunate Allies?

Enroll your name to-day among those who are doing their bit in this way! Send your subscription weekly, monthly or in one lump sum to Local or Provincial Committees, or

Send Cheques Payable to **Belgian Relief Fund** Treasurer

60 ST. PETER STREET, MONTREAL.

**\$2.50 Feeds a Belgian Family One Month.**

Jas. H. Frink, Treas. of Provincial Belgian Relief Committee, St. John, N.B.

THE appetizing fresh-from-the-oven crispness in which McCormick's Jersey Cream Sodas reach you is retained by packing them in wax-lined sealed boxes.

Sold fresh everywhere in different sized packages.

**McCormick's Sodas** So good that butter seems unnecessary

## MARITIME DENTAL PARLORS

The One Price Dentists  
No Raising of Prices  
DR. A. J. McKNIGHT - Proprietor

I am the dentist who originated the low, one price, system of fees in the maritime provinces and the New England States, and put high-class guaranteed dentistry within reach of everyone. Owing to the enormous business I do in my chain of offices extending, as they do, from Sydney and Halifax, Nova Scotia, to Boston, Providence, Lowell, and other large New England cities, I have no hesitation in saying that you can have good, honest, reliable, dentistry done at my offices at prices ranging from thirty-five to fifty per cent. less than you obtain elsewhere.

**\$5** FULL SET TEETH  
**\$8** BEST SET TEETH Red Rubber  
NO MORE ASKED OR TAKEN  
NO BETTER MADE ELSEWHERE, NO MATTER WHAT YOU PAY  
NO FIT—NO PAY

AN UNPARALLELED OFFER—Wear one of my sets of teeth for 10 days, and if at the end of that time you are not satisfied with them return them to me and I will refund your money in full.

Every set of teeth made in my office is made by an expert with years of experience. He devotes his entire time to it. He has nothing else to do.

This is a day of specialists. If you intend getting false teeth made, or if you are wearing teeth that are unsatisfactory, why not consult a specialist. It costs you nothing.

**22k Gold Crowns and Bridge Work \$4.00 and \$5.00**

CROWN AND BRIDGE WORK—We make a specialty of gold and porcelain Crown and bridge work. This is, without doubt, the most beautiful and lasting work known to dental science. Ask to see samples of this work.

Porcelain Crowns . . . \$4.00  
Porcelain Fillings . . . \$1 to \$2.00  
Gold Fillings . . . \$1.00 up  
Silver & Cement Fillings, 50c up

BROKEN PLATES repaired in three hours.

CONSULTATION AND EXAMINATION FREE.

GRADUATE NURSE IN CONSTANT ATTENDANCE

OFFICES 38 CHARLOTTE STREET

Office Hours 9 a. m., 9 p. m. ST. JOHN, N. B.

## INTERESTING CONTESTS

### A Simple Contest

Write the following sentence in your very best handwriting, using either pencil or pen and ink "Tell your school-mate about the Children's Corner," attach coupon filled in, to same, and send not later than November 8th. To the boy and girl who sends in the best written and neatest attempt, I shall award a FLASH LIGHT, and a GIRL'S SILVER MESH BAG. Address all entries to

UNCLE DICK, THE STANDARD, ST. JOHN, N. B.

whose decision must be considered as final.

### First Prize—A Kiddie Kar

Who would not like to have this splendid Kiddie Kar? Then set to work and draw the best copy of this happy boy and his Jitney Joy Rider, making the sketch twice the size of the original, attach the usual coupon correctly filled in, and send, not later than November 1st to

UNCLE DICK, THE STANDARD, ST. JOHN, N. B.

and the boy or girl who sends in what is considered the cleverest, and neatest drawing, will receive one of these Kiddie Kars. A second prize of a watch or bracelet will also be awarded to the sender of next in order of merit. This contest is open to every boy and girl not over fifteen years of age, so tell your school mates about it.



COUPON.  
STANDARD COMPETITION.  
For Boys and Girls.  
Full Name .....  
Address .....  
Age ..... Birthday .....

## DECREASE LUMBER ON ST

Transportation Men Scarce High—Want C

Special to The Standard  
Harland, Oct. 31.—Lumbering operations of the St. John most sections of the he somewhat curtailed considerable stocks of lumber on hand, with prospects of securing trade the lumbermen have decided to make the one-third less than the crews for Sayre, N. several other operations at work, and will have ed much earlier than great drawback to the tions is the scarcity the regular crews it cure help, although it are the rule.

Fertilizer Qu  
On Saturday the Agricultural Society meeting in the town hall to the matter of honor for next year. Pro was present and gave address on fertilizer m city decided to place for raw materials, distributed among its cost. After the regu the meeting the elec took place and result N. Shaw, pres.; G. B. Clyde Rideout, 2nd vic sec.; A. G. Baker, tr man, auditor; B. N. and C. M. Shaw, w society at the annual N. B. Farmers' Union Nov. 23.

C. M. Shaw goes to 8 for a meeting of the Farmers' and D elation of which he is Superintendent of this week received son, Miles Jackson, was now in Shornell job in the hospital ed to return to the had been expected the invalided home. The government clo been at work on the fady here for over a farmers have had g in getting their seed The plant will be ren rway in a few days. Mrs. L. E. McFarl the Provincial Wom which holds its sessi Nov. 1 to 4. The loca sent an exhibit of ph the Fruit Growers' E will be held on the s

## CHILD GETS SICK CROSS, FEELS IF CO

"California Syr can't harm tend or bow

A laxative today tomorrow. Child take the time from pl bowls, which become waste, liver gets sit sour.

Look at the tongue, or your child is feverish, breath bad, eat heartily, full of throat or any other cl give a teaspoonful of of Pigs," then don't is perfectly harmless, hours all this constipa ble and fermenting w move out of the bowe a well, playful child as "inside cleansing" is is necessary. It sho treatment given in an Beware of counter Ask your druggist for of "California Syrup has full directions for of all ages and for printed on the bottle, and see that it is a genuine Pigs Syrup Con

BOSTON GERMAN NOT TAKE

Montreal, Oct. 3 financial men in Mon clined to take seri ment of D. Thomas tor who, in a series ten for the London the Deutsche Bank entrenched behind interests, and that "of the institution are other centres. It is pointed out that Germany in any for and any Germans still are regarded as harm thy German, who is Bank of Montreal, h active part in the aff since the outbreak of