

YOU'LL BE SURE TO FIND IT IN 'The MAIL and ADVOCATE'

THE MAIL AND ADVOCATE.

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London Papers Demand Reprisals Against German Towns for Damage by Zeps.

LONDON, Feb. 3.—The sentiment in favor of reprisals is increasing rapidly. The belief is growing that air raids have no military objects and are not aimed at any military basis, but are intended to have indiscriminate attacks for the purpose of terrorizing England. Moreover, the experts declare that the zeppelins could not attempt to find any definite targets at the height from which they now drop bombs, even if they wished to.

News-papers which heretofore were opposed to reprisals as unworthy of British methods, have declared today to favor carrying the same kind of warfare into the enemy country, if necessary, to protect women and children. Pitiful stories of mangled women and children and old men, which everyone heard kindling fierce anger, are commented upon by newspapers as the strongest deterrent of any peace talk which the entire war has produced.

The Daily Telegraph says: "As a fighting nation we are no weaker than we were before the Germans set out on their voyage across the North Sea, but we are more determined. We cannot forget or forgive the suffering or sorrow which have been spread far and wide."

The Westminster Gazette says: "The next visitation may take any of us and leave us and our families mangled corpses under the ruins of our own houses, but all the months these things have been going on, zeppelins have not killed one fourth of the number who were drowned on the Lusitania, or as many as would be carried off by comparatively mild epidemics in a moderate sized town."

The Daily Chronicle, which was heretofore against reprisals, today joined with the Daily Telegraph, demanding an eye for an eye, a tooth for a tooth policy. In his last letter, the late Lord Alverstone, for many years Lord Chief Justice of England, wrote an appeal from his sick bed to the British people not to employ barbarous methods of warfare, because the Germans followed such methods, but Sir Arthur Conan Doyle's recent letter advocating the announcement of a policy of reprisals as surest deterrent appears to be more in accord with the present public feeling.

The residents of the city approached by zeppelins on Monday night, although warned of their danger from splinters, shrapnels and bullets, preferred to continue in the street. When it was announced that the railroad traffic was suspended, people took matters philosophically and sought omnibuses, and street cars and when unable to get transport in this manner proceeded homeward without complaint. Women and men were equally calm, while children continued to play in the streets, but occasionally looking skyward to see whether air invaders were visible. The wife of the mayor of one of the towns was travelling in a street car when the alarm was given, the car

stopped, she alighted, and turning to proceed to her home, she was struck by a fragment of a bomb. She was taken to hospital where she now lies in a critical condition. Several large churches were among the provisional buildings badly damaged. A couple married at a principal church on Monday afternoon were both killed in the evening by Zeppelin bombs.

The fleet of Zeppelins was apparently the same fleet which attempted the raid on Friday night, but the fog which prevailed on Monday enabled the Zeppelins to evade the aeroplanes. They steered a different course from their first approach and were able to make their way inland over the country north of London.

It is believed from German reports that the Zeppelin commanders had only a vague idea of what localities they visited. Seemingly they bombed at random any town they found themselves over, and it is pointed out here that from results they were unable to distinguish or single out military or munitions works.

LATEST REGARDING THE CAPTURE OF THE BRITISH STMR. APPAM

New York, Feb. 3.—Daniel Bacon, agent of the Elder Dempster Co., the British owner of the Appam, says the vessel was captured by a new type of light draught, heavily armed, swift German cruiser built on the lines of a merchantman, and easily disguised. She was not an old warship, but a brand new vessel, said Mr. Bacon. I cannot give her name though I have been officially told it. The cruiser which captured the Appam was escorted by several other vessels, at least one of which was a collier that also acted as scout ship. I understood that the sum of \$150,000 in gold was taken from the specie room of the Appam when she was captured, and that the mails and cargo are intact.

EXPECTED TO BLAST THEIR WAY TO CALAIS

London, Feb. 3.—The London newspapers this morning express the conviction that the Germans are planning a new offensive on a big scale against the left wing of the Allies. It is expected that they will attempt to blast their way to Calais and Dunkirk by use of strong bodies of infantry, supported by enormous masses of artillery.

Admiration for Exploits Marks British Attitude Appam Incident

LONDON, Feb. 3.—Since the news of the "Appam's" arrival there has been some anxiety as to whether the raider "Moewe" might have attacked any other passenger boats. It has been ascertained, however, that all South African Liners are accounted for. The two big liners, Falmer Castle, and Kenilworth Castle, are both safe, but neither of them had seen anything of the German raider. Just what we would have liked to do, had we been in the German position, was the remark of a British Naval officer.

Discussing Lieut. Berge's exploit and with indisguised admiration for the exploit of her captors, marks British attitude towards the Appam incident, but the international aspect of the case has developed much criticism. A general move has been deliberately planned with the purpose of further involving the United States in a controversy, with the British Government. Naval authorities explain it would probably have been easier to take the prize into a Spanish or some other nearby neutral port, but they qualify this with the statement that since the States has expressed a desire that British cruisers should not hover about American ports, the Germans may have felt this way would be clearer.

The long lines of relatives of the passengers brought to port by the Appam recalled the scenes at the time of the Titanic and Lusitania disasters, turned to-day's gathering on front of the Company's Offices into a joyous celebration.

The steamer "Clan McTavish," which is reported sunk by the Moewe was one of the most valuable of the Clan line. She carried a very rich cargo, consisting mostly of wool, beef, from Australia and New Zealand, her crew numbering eighty. Wool dealers here have been anxious for some time concerning the whereabouts of the steamer.

WILSON SPEAKS ON AMERICAN RIGHTS

Topeka, Kansas, Feb. 3.—"For one thing it may be necessary," President Wilson says with an emphatic gesture here today, "to use the forces of the United States to vindicate the rights of American citizens everywhere who enjoy the rights of international law. America is not going to abide by any habitual or continual neglect of these rights."

The President also declared the American flag would come down in the Philippines, as it has done in Cuba, as soon as we feel the Philippines can take over their own affairs, our protection there is no longer required.

Panic Followed When Steamer A Mine

London, Feb. 3.—Further details regarding the sinking of the Italian steamer Brindisi on January 6th in the Adriatic Sea have been received from Athens where Dr. Gurgaucha and Miss Marie Lamos, survivors of the Red Cross party on board the vessel, have arrived.

They say that the steamer was only two and half miles off the Albanian coast, when she struck a mine, and that 242 lives were lost. Miss Lamos, described the terrible scene following the disaster, when many persons she said blew out their brains; she herself was hurled into the sea when the ship struck the mine, and managed to keep afloat for two hours until she was rescued. She adds that 142 survivors who reached the shore were bombarded by Austrian aeroplanes, which killed about ten persons.

The way of a wise man is to let a woman have her own way.

OFFICIAL

BRITISH
To Governor, Newfoundland:
LONDON, Feb. 2.—In France there has been only artillery activity. In Russia the Germans attempted to cross the Dvina at Friedriehstadt in white coats, but they were repulsed. Nothing special on other fronts. BONAR LAW.

LONDON, Feb. 3. (official)—Regarding operations in West Africa, General Dobell telegraphing from West Africa on Feb. 1st, reports that Daing was occupied by Col. Haywood's column on Jan. 25th with slight loss. That after defeating the enemy in another engagement two days later Col. Haywood occupied Nkan. This column is in touch with the French troops, who are at Abam. Another British column under Col. Coles occupied Lolodorf on Jan. 28. Large enemy convoys continue to pass into Muni, Spanish Guinea.

FRENCH
PARIS, Feb. 2.—Between the Oise and Aisne our artillery fired on convoys in the region of Farm below Touthven, as well as on a train which was heading for Lassigny. In Argonne we exploded a mine on Hill 285. In Alsace our batteries exploded an ammunition depot on the outskirts of Orbey, south-east of Bon Homme. In the region of Sondernach, south of Muenster the Germans occupied one of our listening posts from which they were expelled immediately by a counter-attack.

RAIDERS GAUSE MUCH DAMAGE IN THE TOWNS IN STAFFORDSHIRE

London, Feb. 3.—The removal by the Government of most of the restrictions on the publication of news about air raids has released a flood on account of the latest visit of raiders. A part of Staffordshire was the only place in which much material damage was done. The towns in this district were fully lighted when the Zeppelins appeared, and light appears to have been of considerable use to the visitors, before the electricity could be shut off.

Deaths and injuries in this district were in many cases attended by harrowing circumstances, as for instance the killing of a woman missionary with a bible in her hand, of a baby in its mother's arms as she was nursing it, of a whole family as it sat around the fire-place, as also the decapitation of a workman, and cutting off of woman's legs in the street while she stood watching the airship; workmen's houses were blown to atoms, churches were destroyed and buildings were unroofed. Nowhere did raids cause any panic.

The story of the killing of the woman missionary is thus given in detail by a correspondent who is a member of the same parish. Not far from the centre of the town is the church separated by short distance from the chapel, in which a mission for women and girls was in progress. This woman missionary, the wife of a well known vicar was standing with a bible in her hand addressing an audience of two hundred women and girls, when the bomb dropped between the church and the mission chapel, it made a hole in the ground four feet deep, and twelve feet in diameter. Within twenty feet of the chapel there was a blinding flash, then all was darkness.

The woman missionary was struck by fragment of a shell and instantly killed; another woman and a young girl were also killed on the spot. Screams of the injured arose in the darkness and many persons were trampled upon in the confusion and panic, which prevailed for a few moments. Two clergymen were present at the meeting, and both were killed. Many worked heroically at the task of rescue and as fast as the sufferers were dragged out from under the debris they were removed to a local hospital.

REDMOND APPEALS TO IRELAND FOR RECRUITS

Dublin, Feb. 3.—John Redmond has issued a stirring appeal for recruits from Ireland. He says: Recent events have made it absolutely essential that Ireland for her own sake to guard her own highest interests and to maintain her honor should make it plain to the whole world that she is willing and eager to fulfil her obligations. Any impression that Ireland is shirking her duty will be a deadly injury to her future interests.

LONDON, Feb. 3.—The War Office tonight issued the following statement in reference to the zeppelin raid on England:

It is utterly inaccurate, the report of the Berlin official telegram, which was one which purported to describe the effect of the recent German air raid of Jan. 31st., affords further proof of the fact that raiders are quite unable to ascertain their position or to shape their course with any degree of certainty. A number of cases, the injury mostly slight, that have been reported since the previous figures issued there, have been two or three more deaths. The figures now stand as follows: Killed, men 33, women 20, children 6, total 59; injured men 51, women 48, children 2, total 101, making a total of killed and injured, men 84, women 68, children 8, total 160. Total number of bombs discovered up to the present exceeds three hundred. Many fell in rural places where damage caused all.

How Capture of the Appam Was Accomplished

NEWPORT NEWS, Va., Feb. 2.—Pilot Foster, who brought the Appam into Hampton Roads, told the story of the capture as it was related to him by Capt. Harrison. This is Capt. Harrison's story:

It was a bright clear day when we were captured. We were moving along at a fair rate of speed when suddenly in the distance, I saw what appeared to be an ordinary tramp steamer. Gradually she came closer. We did not fear her, and continued ahead with no attempt to escape, without making preparations to combat her, as we certainly expected no attack. Suddenly the tramp fired a shot from a small gun across our bows. Immediately we hoisted to. As I did so a false forecastle, apparently of canvas or some other flimsy material, fell away and revealed a battery of guns. It was immediately apparent that resistance was useless. We surrendered without offering resistance. Once aboard the Appam a German prize crew under protection of the battery of guns of the raider immediately disarmed the Appam's crew, and locked them in various cabins. A similar precaution was taken with the passengers. In the course of this work 20 German captives, who were being taken to England, were discovered. They were liberated that they might assist the crew in taking charge of the liner. A large number of prisoners, captured from various vessels, sunk by the Germans, were then placed aboard the Appam. When the race for Hampton Roads started, a member of the prize crew was stationed at the wireless for the purpose of receiving all messages, but to send none. By this method the whereabouts of British cruisers patrolling the regular ocean lanes were always known to Lieut. Berg, who steered far out of reach of them. The crew and passengers of the captured vessel were given daily exercise, but only in small numbers, at a time. Thus it was very easy for the few Germans to control several hundred captives.

OFFICIAL CASUALTY LIST

FIRST NEWFOUNDLAND REGIMENT

FEBRUARY 3rd, 1916.

- 1800 Private John Thomas Tobin, Burin North. Died of measles, Scotland, Feb. 1st.
- 714 Private James Goudle, Grand Falls. Admitted to the Third London General Hospital, Wands' worth; dysentery.
- Additional Information.
- Second Lieut. Cyril E. Carter, Church Hill. Previously with gunshot wound in the knee; Alexandria. Now reported to be admitted to the Third London General Hospital, Wands' worth; making gradual progress.
- 460 Private Alfred F. Butler, Hodges' Cove, Random. Previously reported with fever, convalescent, Port Said; Dec. 13. Now admitted to the Third London General Hospital, Wands' worth; enteric.
- 786 Private Peter J. Cooper, 27 Waldegrave St. Previously reported to be wounded, Nov. 28. Now reported to be admitted to the Fourth Scottish General Hospital, Stobhill, Glasgow.
- 1084 Private Edward White, Twillingate. Previously reported with a bullet wound in the right leg; Alexandria, Nov. 3. Now reported with the amputation of the right leg, severe; King George Hospital, London.

ACCORDING TO VON BERNSTROFF

Washington, Feb. 3.—Count Von Bernstorff, German Ambassador, today formerly notified Secretary of State Lansing that the Appam was brought into Hampton Roads as a prize under the terms of the Prussian-American treaty which guarantees her to captors, thus he officially served notice that Germany contends for the possession of the ship.

MARCH

LONDON, Feb. 2.—A despatch from Rome to the Daily Telegraph says according to the Roumanian colony in Rome, Roumania, in March, will take the field on the side of the Allies.

Britain Won't Accept Such Provisions

London, Feb. 3.—While official circles do not acknowledge that the British Government received more than the cabled summary of the American Government's recent note asking belligerent countries to subscribe to a declaration of principles governing attacks on merchant vessels, the forbidding of the arming of such vessels in order to reach a general policy will dispose of problem arising from the development of submarine warfare.

Naval authorities are outspoken in their opposition to the proposal. They do not hesitate to state there is not the remotest chance of its provisions governing submarine warfare proving acceptable to Britain.

A naval officer, who is authority on blockade problems said to the Associated Press today, "we will never accept such provisions, and we are not influenced by German opposition to the note as outlined in the Berlin press since we believe these articles were inspired. We do not believe them sincere."

Claims Appam Must be Released Under Hague Rules

London, Feb. 3.—The British Government will hold that the Appam must be released under clauses 20 and 22 of the Hague Convention of 1907 it was stated today. These clauses approved that merchantmen cannot be converted into auxiliary cruisers on the high seas and that merchantmen as a prize can only be taken into a neutral port under certain circumstances of distress, such as injury or lack of food; if she does not depart within the stipulated time she cannot be interned but must be turned over to her original owners with all her cargo. According to British contention, under these clauses, the prize crew must be interned.

UP TO WASHINGTON

WASHINGTON, Feb. 2.—Late today the State department asked the Customs Authorities to replace the passengers on the Appam subject to the action of the immigration authorities. British Vice-Consul Royds, called on Collector Hamilton formally and demanded the release of the prisoners. He stated that if the ship remained in American waters she could not be regarded as a prize, but must be turned over to the owners. Hamilton replied that all such questions must be passed upon in Washington.

Immigration Inspector Morton after completing the work on the ship, announced that fourteen of the Appam's passengers were in indigent circumstances, and would not be permitted to land in the United States. Seven of the Germans, being taken from Africa to England by the Appam for internment, inasmuch as they cannot be deported on a German ship, it is believed here, the United States may be compelled to take care of them until the end of the war.

The chronic borrower will tell you it is never too late to lend.

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LeMarchant Road.

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LeMarchant Rd.