

INTERESTING INTERVIEW WITH CAPT. WM. MUDD OF S.S. WEARWOOD

His Ship Maplewood Sunk by Hun Torpedo off Sardinia Coast in 1917 After Long, Hard Fight — Was Thirty Days Prisoner on Submarine — Twenty-Two Ocean Freighters Destroyed During That Time—Spent Many Months in German Prison Camps.

To move from port to port in the prosaic trials of ocean freightage it is today seem very ordinary and uninteresting now to Captain William Mudd of the S. S. Wearwood, now lying at the Long wharf, for he has passed through adventures during the past four years that stand out as remarkable even in the long list of wonderful events which have been created by the great war.

April 7, 1917, saw Captain Mudd in charge of the S. S. Maplewood off the Sardinia coast en route from Tunis to Algiers with a cargo of ore. At about eight o'clock in the morning the gunner's mate noticed a suspicious looking, low-lying craft speeding towards the vessel, which very soon proved to be a German submarine. The one gun which the Maplewood possessed, a 15-pounder, was instantly manned, and with the master skillfully piloting the boat in a zig-zag course, a running fight with the enemy sub was maintained for a greater part of the morning. It was nearing noon when the 10th and last shell in the locker of the Maplewood was fired, but though the enemy attacked with 125 shots from their turret gun, no shot took effect on account of the range and the skillful manœuvring of the master of the Maplewood. Fizzle, with his ammunition running low, and exasperated at the failure to hit the plucky English freighter, dispatched a torpedo, which ended the wanderings of the gallant craft.

All the men took to the boats right after the vessel was struck and though some of the Hun gunners asked for permission to fire on the open boats, that order was not given, possibly because of the very short range and the limited amount of ammunition on board the submarine. The men eventually reached shore, one of the survivors being First Officer Thorpe who is now with Captain Mudd on board the Wearwood.

Captain Mudd, however, was taken on board the submarine, which he found to be the U-35, which was the same Hun vessel that Kaiser Wilhelm despatched to Spain with a personal message to King Alfonso in the spring of 1915.

"When I stepped on board the submarine," said Captain Mudd, "I was met by an officer holding an army pistol which I believed to be about four feet long. He had a most ferocious expression on his face and he certainly got my goat for a while, but after a few days on board the sub things began to look natural and I found him a rather pleasant person to get along with, and the revolver gradually assumed its natural size."

When Captain Mudd went below into the interior of the submarine, he met Captain Parker, an English master mariner, whose vessel had been sunk the night previously, and he, like Captain Mudd, taken prisoner after the crew had been set adrift in open boats. (Captain Parker was found dead in his cabin a few weeks ago, immediately after his vessel had docked at New York.)

During the thirty days that Captain Mudd spent on board the submarine as a guest of the Kaiser, that sea pirate destroyed 22 ocean freighters. Nearly all the vessels were either Greek or Spanish, but three of the freighters were English and in these cases the masters of the doomed craft were always taken on board the U-35. Eighteen of the destroyed vessels were sunk by bombs and four were torpedoed, one large freighter requiring two "torps" before she went down. The submarine has a capacity for eight torpedoes and 650 shells.

"I had been told and had read that the submarine raiders stayed underneath all during the day and came up at night to reconnoitre and attack," said Captain Mudd to The Standard, "but I found that the opposite was more near the truth. The U-35 used to stay up nearly all the day and only submerged when forced to through caution or her plans of attack. At such times when the boat was on the surface the prisoners were allowed on deck, under heavy guard and we were surprised at how the vessel used to sail in close to the shore. At night, and many nights were spent under sea. The quarters were very narrow, I assure you, but we soon got used to them. We passed the time playing 'patience' and 'cribbage.'"

At the end of the thirty-day sojourn on board the U-35 the prisoners were landed at the garrison seaport of Cattaro, in Albania, and from there made a seven day journey by rail to Karlsruhe. In the party was an English officer who had nothing to wear but a pair of thin pyjamas and some of the prisoners were in a very poor way. Shortly after the prison camp was reached one of the party died, a German guard of honor was hastily formed and a battalion of staff photographers took photographs (for publication) of the way German treated her enemy prisoners. The food issued to the prisoners, for which the British government paid, was never eaten, as it was absolutely unfit for human consumption. All this food was fed to the pigs at the camp and as the order was to throw broken bottles into the sea, a number of the prisoners found the combination too hard on their systems.

In October, 1917, the prisoners were removed to Trieste, where they stayed until March, 1918. This is the place where the outline of the peace treaty was drawn up and a centre for the air raiders during the spring of 1918. It was mainly due to this latter fact that the prisoners were removed in March to Holmsmunden, a lonely wharf in Norway where they were kept until December last.

Holmsmunden will always be famous as the place where 29 British officers escaped by digging a tunnel right under the feet of their German guards; ten of these prisoners got home, creating the record of the war, but escaping if they had not waited until daylight, or had kept in hiding in the tunnel when dawn broke up the wholesale release.

Prisoners were escaping from this camp continually, notwithstanding

the declaration of Neyenmeyer, the commandant, that none could escape from him. After the 29 got clear, Neyenmeyer lined up the remaining prisoners and said, "Well, gentlemen, you think I know nothing, but I know damn well I do, and kept the remainder of the camp in close confinement for some time until extra precautions were taken. Neyenmeyer, by the way, is one of the Hun who will be brought to trial for cruelty to Allied prisoners."

Among the prisoners with Captain Mudd at Karlsruhe and Holmsmunden was Lieut. Robinson, V. C., the R. F. C. officer who brought down single handed a Zeppelin which was attacking London.

As an instance of the lax system of the Trieste camp, Captain Mudd cites cases where prisoners were arrested in Luxembourg 30 hours after their escape and the camp did not know they were missing. At Holmsmunden the beds were stuffed with paper and "one officer got out by crawling into one of the beds before it was taken out for replenishing. He was out four days before the camp commandant knew he had gone."

At Trieste the prisoners published a paper called "The Barb," and a bound issue of the complete set is one of the captain's cherished possessions. Captain Mudd arrived home on December 14 last, and it was certainly a joyful day for him. After the report of the sinking of his ship his wife received no word of him for ten weeks.

The Constantine line lost twelve ships by the enemy submarine activity and out of a fleet of 25, only three are now on the seas. The Wearwood, now at the Long Wharf, was attacked by a submarine on November 21, 1917, and a sister ship, the Birchwood, was sunk after she had accounted for a U-boat early in 1918.

Captain Mudd was an officer on the troopship Rhodrythia, which was sunk off Barry in 1916, by the same submarine commander who had charge of the U-35. Before engaging in transporting British troops, he was in command of a troopship that carried the Russian reinforcements to Archangel and his experiences at that sea of war activities are sufficient in themselves for a volume of war stories.

St. John is interesting to Captain Mudd from the fact that his last visit here, 23 years ago, was the occasion when he sent a cable to his present wife to get ready for a wedding when he got home. The honeymoon was a two-year voyage which started at this port and covered the seven seas.

NEW STEAMSHIP LINE, NEW YORK TO CONSTANTAZ

An American Service Offering a New Means of Communication With the Near East and Black Sea Ports.

New York, August 27.—The International Mercantile Company announces today the establishment of a new trans-Atlantic passenger and freight service from New York via Constantinople to Constantia, Rumania.

This service offers a new means of communication with the near East and Black Sea ports. The first ship sailing in this service will be the American steamer Black Arrow, from New York on September 15th. The Black Arrow was formerly the Hamburg-American Line steamer Rheata.

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QUESTIONS IN THE COMMONS

Training of Russian Officers.

In the House of Commons, yesterday: Mr. Churchill, informed Mr. Charles Edwards (Bedford, Lab.) that 1,200 Russian officers were being trained at Newmarket Camp. They were not being trained simultaneously, but at present there were 665 in the camp. The weekly cost of the camp, including the camp staff, was £4 8s, an officer, inclusive of their pay, which was £2 10s a week. Ten Russians, including one woman, had been arrested on a charge of conspiracy in the Bolshevik interests and of interfering with the discipline of the camp. The charge was preferred against them by other Russians in the camp.

Mr. Edwards—Has any authorisation been given to use British money to train Russian officers? Mr. Churchill—Certainly; the Cabinet authorised this expenditure in the ordinary course, subject to the vote of Parliament. We are training these officers in order that they may be able to take charge of Russian troops in those areas for which we have responsibility, and thus enable us to leave these areas.

Captain Wedgwood-Benn (Leith, L.)—Is the British taxpayer being asked to pay for the training of a Russian army to be used against the Russian Government?

Mr. Churchill—The British taxpayer is training and restoring these officers who have been released from prison camps in Germany, where they suffered a great deal.

Captain Wedgwood-Benn—Has an estimate for these services been laid before the House?

Mr. Churchill—No; I think it is covered by the general vote; but if my hon. and gallant friend has any doubt about the opinion of the House, he will, perhaps, take some opportunity of challenging it.

Colonel Wedgwood (Newcastle-under-Lyme, CL)—Will the right hon. gentleman consider the opinion of the country?

Mr. Churchill—The Government is as good a judge of the opinion of the country as the hon. gentleman (cheers).—Exchange.

SPECIAL FISHERY WARDEN.

Arthur L. Rankine, Fairfield, a returned soldier, has been appointed special fishery warden to look after the Ten Mile Creek district by J. A. Calder, fishery inspector of the province. Mr. Calder was in the city yesterday after his visit to the district, having been called there by the people to Constantia, Rumania, to help in the netting of the salmon illegally.

LATE SHIPPING

City Island, Aug. 27.—Bound East—Steamers Neptune, New York for Halifax and St. John's, Nfld. Motor barge Mermaid, New York for Walton, N. S.

"DANGEROUS FOR U. S. AND ENGLAND"

Secret Alliance Between Japan, Germany and Russia is so Regarded.

Washington, Aug. 25.—While Allied and American officials appear to be agreed that nothing authentic has been established with regard to the alleged secret treaty proposed in October, 1918, between Japan and Germany, looking to an alliance of these two powers and Russia, it is still a subject of interesting discussion and speculation.

An official British commentary on the alleged treaty, based on the publishing of the document by the French newspaper, Veritas, gives the text of an "explanatory note" said to have been attached to the proposed treaty.

This "explanatory note" would be a matter of first concern to Great Britain and the United States were the authenticity of the alleged treaty established. It substance the explanatory note reads:

"Germany's foreign policy in Europe has been distinguished by the grave mistake of not wishing to make peace with Russia because of a desire to obtain in the war of socialism the support that was opposed to reactionary Czarism and of believing in the possibility of an understanding with England at the expense of Russia."

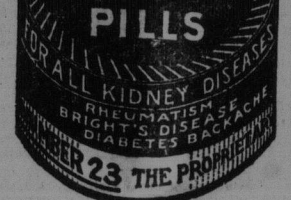
"A Russo-German peace without doubt would have prevented the dismembering of Russia and the Bolshevik propaganda."

"A German orientation toward the East would have brought about peace between Germany and England, which would have been threatened by Russia in Central Asia. The admission of Japan to the Russo-German alliance would have been very dangerous for America and England."

It follows, therefore, that the future centre of gravity of the world lies in the re-establishment of Russia, which must be assisted for many years by Japan and Germany.

Allied to Germany and Russia, Japan would become a military power of the first rank with which America would have to reckon the more since divergences of views between England and America on the subject of the liberty of nations must occur sooner or later.

"Russia would benefit doubly both



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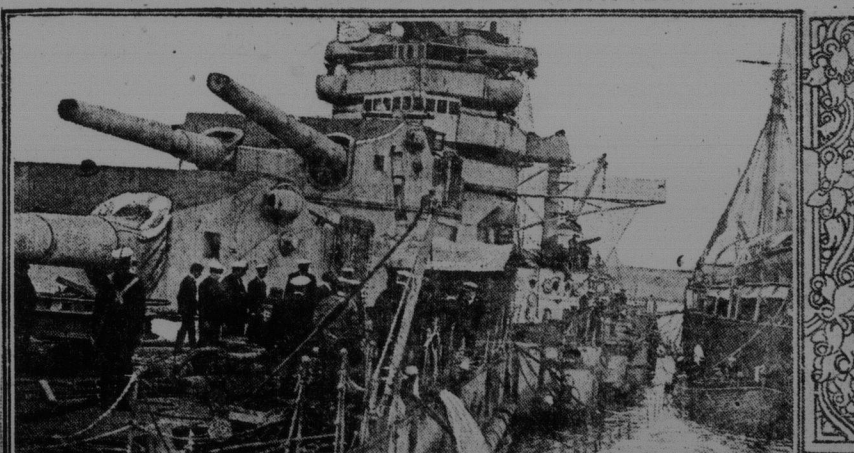
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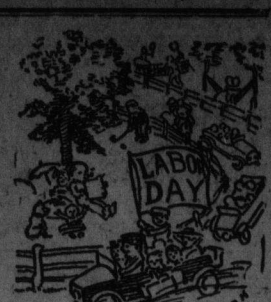
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SALVAGING GERMAN SHIPS IN SCAPA FLOW



The work of raising the German war ships which were scuttled off Scapa Flow is going steadily forward, and some of the vessels already have been floated, among them the fast battle cruiser Hindenburg. These pictures show British operations in connection with the raising of the submerged war ships. One picture (above) shows off the vessels after she had been floated, and with the pumps still at work. Below is shown a picture of a British diving party alongside another German ship, a submarine survey of which is being made by divers. On the ladder is shown the just coming up.



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THE WEATHER

Maritime—Fresh southwest winds; unsettled with showers in many places.

Washington, Aug. 27.—Northern New England: Showers Thursday; Friday probably fair, but no much change in temperature. Moderate to fresh southwest to west winds.

Toronto, Aug. 27.—The weather has been cool in nearly all parts of the Dominion and light showers have occurred in northern and eastern Ontario and Quebec and the Maritime Provinces, also in Alberta.

Min. Max.
Prince Rupert 50 58
Victoria 52 66
Quebec 48 54
St. John 48 52

MARRIED.

HAZEL-RODERICK.—In St. John the Baptist Church, on August 27, 1919, by the Rev. Father McBride, Justin Roderick, daughter of Mr. and Mrs. Joseph Roderick of this city, and Frederick Allan Hazel.

DIED.

VRADENBURGH.—August 21st, at Belvedere Cove, Queens county, N. B. Henry A. Vradenburg, aged ninety-four years. Three sons, three daughters, twenty-five grandchildren, twenty-nine great-grandchildren and one great-great-grandchild survive.

IN MEMORIAM.

In loving memory of F. Blake Jeffrey, killed in action August 28th, 1918.
In the midst of youth death claimed him.
In the pride of his manhood days. None knew him but to love him.
None mention his name but with praise.

HIS COUSIN.

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FUNERALS

The funeral of Mrs. Mary McFarlane was held yesterday morning from Messrs. Fitzpatrick's undertaking parlors to the Cathedral, where high mass of requiem was celebrated by Rev. Father Allen, with Rev. Father Walker, deacon, and Rev. Father Moore, sub-deacon. Rev. Fathers Fraser and Duke also assisted. His Lordship Bishop LeBlanc pronounced the final absolution. Interment was in the new Catholic cemetery.

United Farmers' organization the women will have an equal standing with men. Following the example of the farmers in Glenegany, we will have a candidate in the by-election.

The chairman of the meeting was N. P. Phillips, of Pembroke. The names mentioned as candidates are either T. W. Caldwell, of Florenceville, or C. Gordon Sharpe, of Pembroke. Neither the Liberals, Conservatives or Unionists have yet called a convention. The Liberals are talking of nominating either Geo. W. Upham, R. L. Simms, W. P. Jones or E. W. Blair. Some guess that there will be four candidates in the field, a Conservative, Unionist, a Liberal and a United Farmer.

PILES

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