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PROBS—FAIR

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AMERICAN STEAMER SUNK BY MINE OFF GERMAN COAST; ENEMY SUBMARINE FINDS ANOTHER VICTIM

STR. EVELYN FROM NEW YORK FOR BREMEN, WITH CARGO OF COTTON, FIRST AMERICAN VICTIM

Blown Up off German Coast — Captain and Twenty-seven of Crew Saved — Disaster Attributed to Mine — News Causes Sensation at Washington — Not Known by Which of Belligerents Mine was Sown.

Bremen, via London, Feb. 21.—The American steamer Evelyn, which sailed from New York on January 29, with a cargo of cotton, for Bremen, struck a mine yesterday, off Borkum Island, in the North Sea. The vessel sank. Her captain and twenty-seven of her crew were saved. The nationality of the mine which destroyed the Evelyn has not been established.

Washington, Feb. 21.—Secretary Bryan announced the receipt of a telegram from the American consul at Bremen reporting the loss of the American steamer Evelyn. The cause was not stated. The crew was saved.

American Consul Fee's telegram, as given out by the State Department, was as follows: "Steamer Evelyn, Captain Smith, agents, Bull & Company, New York, blown up early Friday at Borkum. Crew saved. Ship and cargo lost."

"Secretary Bryan repeated the American consular telegram immediately to Ambassador Page, at London, and Ambassador Gerard, at Berlin, with instructions to learn all possible facts and give every care to the crew, if landed in their respective jurisdiction."

SUNK IN GERMAN TERRITORY

The Evelyn is the first American vessel to meet with disaster, as a result of the sea warfare of the European nations. She did not sink within the war zone included in the German Admiralty's decree of Feb. 4, which went into effect on Thursday. Borkum Island lies directly off the German coast, at the mouth of Ems river, and is German territory.

Maritime records give the complement of the Evelyn at 25 men, so that it is probable that all on board the vessel were rescued.

The Evelyn was a single screw steel steamer and was commanded by Capt. Smith. She belonged to A. H. Bull and Company of New York, and was chartered to take a cargo of cotton to Bremen by the Harris-Irby Cotton Company. She was 323 feet long and 1,135 tons net. She was built in Southampton, Eng., in 1883. Her home port was Philadelphia.

The Evelyn was last reported as arriving at Rotterdam on Feb. 17.

New York, Feb. 21.—The steamer Evelyn, sunk in the North Sea yesterday by striking a mine, was owned by the firm of Harris-Irby and Company of this city and was carrying a cargo of cotton to the firm's agents in Bremen, William L. Harris of the firm stated tonight. Mr. Harris estimated that there were about 5,500 bales of cotton on board the Evelyn, valued at approximately \$350,000. The cargo was insured by the owners with the government, he said.

Mr. Harris was disinclined to make any lengthy statement on the loss of the steamer. "The information that our vessel was sunk by a mine was conveyed to me today," he said. "This is a risk—a war risk—that we take."

When asked by newspaper men if he would make a further statement regarding the incident, Mr. Harris replied: "A statement of that nature will come from Washington, I think." He said he had not yet been in touch with the Washington authorities on the subject, but would probably communicate with officials at the capital tomorrow.

W. H. R. Killien, of the firm of A. H. Bull and Company, former owners of the Evelyn, explained tonight that the Evelyn formerly was a British ship, the Badsforth, launched more than a quarter of a century ago, and given over, for several years, to international shipping. Sixteen years ago, he said, the vessel was towed into this port virtually a wreck, and after extensive repairs was put under American registry and renamed the Evelyn, flying the American flag in the coastwise trade between here and the West Indies.

The Evelyn changed hands several times, and only recently was taken over by Harris, Irby & Company. News Causes Sensation at Washington, Feb. 21.—Although the extent of sea zones of war proclaimed by Germany was never defined exactly, the Borkum Islands are considered far distant from the danger areas of submarines, although the waters of that vicinity are filled with mines areas.

BR. STEAMER TORPEDOED IN IRISH SEA

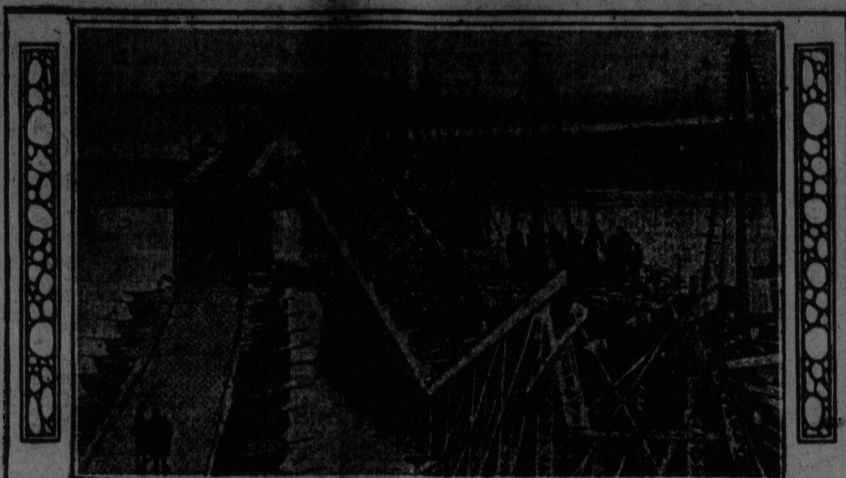
Liverpool, Feb. 21, via London.—Without warning a German submarine torpedoed the British steamer Cambark a few miles east of Llandudno Point, in the Irish Sea, about 11 o'clock Saturday morning. The explosion killed the third engineer and two firemen. Another member of the crew was drowned in an attempt to jump into a boat. The rest of the crew and the pilot—twenty in all—were saved.

One of the men, in describing the experience of the Cambark said:

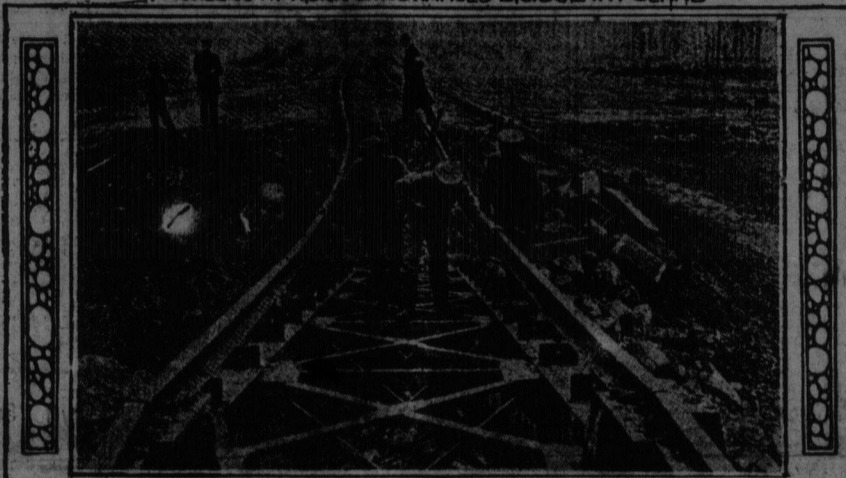
"We were bound from Huelva, Spain, for Liverpool, with a cargo of copper. When outside of Amblech, on the north coast of Wales, we took aboard a pilot. We had gathered speed when a periscope was observed about two hundred yards away. The engines were reversed, but while the vessel was turning, the submarine discharged a torpedo, which struck us amidships.

(Continued on page 2).

SCENES ATTENDING THE CAMPAIGN IN POLAND.



PIONEERS AT WORK ON A DAMAGED BRIDGE IN POLAND



A DESTROYED RAILWAY SINGLE TRACK ON THE ROAD TO WARSAW.

ENEMY BADLY BEATEN AFTER STUBBORN BATTLE IN RUSSIAN POLAND, REPORT FROM RUSSIAN CAPITAL SAYS

Germans Defeated With Heavy Losses at Fortress of Ossamet and Retreating to East Prussian Frontier — Czar's Armies in Buckwina Reinforced and Holding Back Enemy — Slackening of Activities in Western War Area.

Petrograd, Feb. 21, via London.—Two German forces have been badly beaten at the fortress of Ossowetz, 29 miles northeast of Lomza, in Russian Poland, after a stubborn artillery battle, according to a telegram from the Russian general staff, to a high personage here. The Germans are reported to have suffered heavy losses and are now retreating to the East Prussian frontiers.

London, Feb. 21.—A German submarine, described by some as the U-12 and by others as the U-31, which is operating in the Irish Sea, yesterday found another victim in the little Irish coasting steamer Downshire. The Downshire was sunk not far from the spot where the British steamer Cambark was torpedoed a few hours earlier. In the case of the Downshire, however, the crew were given time to escape in their boats, and instead of wasting a torpedo, the Germans used a bomb which destroyed the vessel in a few minutes.

On the other side of the British Isles in the North Sea, near the Island of Borkum, the American steamer Evelyn cotton laden, was struck by a mine. She sank, but her crew were saved. This makes up the total of steamers destroyed by submarines and mines during the past 24 hours, as far as is known. The submarines, up to the present, have demonstrated their ability only to attack slow steamers or those lying at anchor, as a number of liners have passed to and fro in the Irish Sea, where the German craft have been at work, without being approached. In fact, with respect to Liverpool and other west coast ports, the arrivals and departures have been above the Saturday and Sunday average according to Lloyd's list.

There has again been a slackening in the activity in the west, although at a number of points one side or the other has made an attack, with the usual result of a gain or a loss of a few yards of trenches.

ENEMY'S SUBMARINES SINK SMALL STEAMER IN THE IRISH SEA

Bulletin—London, Feb. 21.—The small Irish coasting steamer Downshire was sunk last night by a German submarine, off Calr of Man, an island in the Irish Sea. The Germans gave the crew five minutes in which to leave their ship. The crew landed last night at Dundrum, County Down, Ireland.

"The submarine which sank the Downshire was the U-12. The Germans fired three shots at the steamer before her captain hove to. After the crew of the Downshire had taken to the boats, the Germans placed a bomb amidship of the steamer and exploded it, and the Downshire sank in a few minutes.

The German submarine U-12 is of the class built in 1910-11. She is of 250 tons displacement, and has a maximum cruising radius of 1,200 miles. The vessel has a complement of 12 men. Her armament includes three 18-inch torpedo tubes and two 1-pounder, high-angle guns. She has a speed of 13 knots above water, and 8 knots submerged.

The chief engineer of the Downshire gave the following account of the sinking of the vessel:

"The submarine was sighted two miles away by the lookout and the captain thereupon ordered me to push my engines all it was possible. He steered a zig-zag course, but the pursuer had superior speed and overhauled us in a short time and fired three shots. The aim was so good that we stopped immediately.

"The submarine drew up, fully above the surface of the water, a hundred feet away. Her captain hailed us in good English, and told us to get into our boats with haste.

"Then the waste steam began to blow out of our exhaust pipe.

"The German captain got excited at this, thinking we were trying to signal for help, and ordered us to shut off the steam, saying otherwise he would fire.

Carried Bomb Aboard. "I counted nineteen men on the submarine's deck. When our boats came alongside the submarine we

waited there while five German sailors boarded one of our lifeboats carrying a bomb, which was in a hollow brass canister about eight inches long and four inches wide. This they placed in the water under the side of one boat amidships. The canister floated nicely, and the Germans lighted a fuse and then, rowed back toward the submarine.

"Suddenly there was an explosion. In the dusk it seemed to have done little damage, but three minutes later the ship began to settle and then went down head first.

"Before the submarine departed we talked with the captain, who was most affable.

"Why do you trouble about a little boat like ours?" we asked him.

"Why did you make war on us?" the captain replied.

"Why don't you tackle those fishing boats," we asked, indicating trawlers just visible on the horizon.

"We don't interfere with fishing boats; its commercial craft, we are seeking," said the German captain.

KILLED BY TRAIN AT MONTREAL

Sister of Rev. J. W. MacMillan, of Halifax, Victim of Tragedy Saturday.

Montreal, Feb. 21.—Mrs. N. L. MacMillan, superintendent of the Men's Residence at Macdonald College, was killed instantly Saturday afternoon by a Grand Trunk train near St. Anne De Bellevue, while watching a C. P. R. train pull out of the station with friends on board whom she had just seen off to Ottawa. The two railways run parallel where the accident occurred, about a quarter of a mile west of the G. T. R. station. Miss MacMillan was born at Mount Forest, Ont. Rev. J. W. MacMillan, Halifax, and Dr. MacMillan, president of Wells College, Aurora, N. Y., are brothers of the deceased.

PRaises THE FINE WORK OF FRENCH ARMY

British Military Observer Says French Have Kept Enemy on Move and Prevented Him From Moving Troops Elsewhere for Decisive Blow.

London, Feb. 21.—A British military observer, stationed with the French army in the field, describes the advantages gained in the last few months by the French forces, in a statement given out today by the official information bureau, as follows: "Since the repulse of the Germans by the Allies in Flanders no battle of great importance has been fought. If the gain in the smaller engagements which have taken place is measured only by the amount of ground won, the results are indeed small. A few hundred yards to the north of Arras, a village or two between Arras and the corner of the line nearest Paris, a belt varying from a mile and a half to two hundred yards in breadth to the east of Rheims, and a few miles of what was German territory in Alsace—these acres are all that have been gained. The enemy's hold on Belgium and Northeastern France is as strong as ever."

The British observer, nevertheless, contends that the success of the French army has been very great, and that its work is deserving of the gratitude and admiration of the Allied powers. It has kept the German army so busily engaged, he says, compelling it frequently to fight under unfavorable circumstances, that the Germans have been unable to withdraw troops for a decisive blow elsewhere.

While performing this work, the observer says, the French army has steadily improved in personnel and equipment.

TORONTO SOLDIER DIES FROM MENINGITIS

Toronto, Feb. 21.—The eighth victim of cerebro spinal meningitis, was taken to the General Hospital last night from the Exhibition Camp. He is Harold Wilkinson, of 190 Carlton street, son of Rev. Peter Wilkinson, over a year ago.

NORWEGIAN STEAMER WAS TORPEDOED

Pieces of Metal Found Aboard Wrecked Vessel Show Cause of Disaster.

London, Feb. 21.—In connection with the damaging of the Norwegian tank steamer Beiridge by an external explosion off Folkestone Friday, the Admiralty announces that seven pieces of metal found aboard the Beiridge after she was beached at Salver have been examined by the Admiralty and proved beyond a doubt to be pieces of a discharged torpedo.

Traffic between England and Sweden has been discontinued for the time being, says a Copenhagen despatch to the Daily Express, owing to the torpedoing of the Norwegian steamer Beiridge. Ten ships were ready to sell in the past forty-eight hours, but the crews refused to leave the docks.

BERNHARDT CHEERFUL IN SPITE OF ORDEAL

Surgeons Decide Noted Actress Must Have Right Leg Amputated.

Bordeaux, via Paris, Feb. 21.—It was decided definitely today by the surgeons at the hospital of Saint Augustin of Arzaccon to amputate the right leg of Sarah Bernhardt tomorrow.

Mme. Bernhardt maintained her courage, being described as apparently cheerful. She is receiving a large number of telegrams expressing sympathy sent from all parts of the world.

A SOUTH AFRICAN VETERAN DIES AT P. E. I.

Charlottetown, Feb. 21.—R. Ernest Lord, aged 47, a South African veteran, who was at the Battle of Paardeburg, died at the residence of his father, A. Lord, Charlottetown, last Saturday. After the war he was engaged as a mining engineer at Johannesburg. He came here in ill-health over a year ago.