

FIVE ALLIED CRUISERS SEARCH THE ATLANTIC SEA LANE FOR GERMAN RAIDER

Continued from Page One

others of various nationalities. Although all of them had been closely confined aboard the captor, they identified her as a German cruiser of the Vineta or Moweve type, but disguised so her warlike character was not revealed.

These survivors do not represent by a great number the total of those aboard the ships known to have fallen victim to the German commerce destroyer. The fate of several hundreds is unknown.

From stories told by these survivors at Pernambuco, the following narrative of the German raider's operations may be constructed:

The German vessel left Kiel a number of weeks ago and swung directly southwestward across the path of transatlantic commerce. Gradually she worked her way toward the sea southward, taking prizes right and left. Several of these vessels the raider took along with her, putting German prize crews on board and confining the captured crews below decks. Finally the St. Theodore, a British ship of about 3000 tons, was chosen by the commerce destroyer as the best "prison ship" and on board her were transferred all the survivors.

They were poorly fed and confined so closely that there was great suffering. Every precaution was taken by the raider's captain that his prisoners should not learn the story of his escape through the cordon of Allied battleships guarding Kiel, or of his future plans, and that they should not by any chance warn other merchantmen which the raider encountered of their fate.

Despite these precautions, some of the survivors managed to witness the German vessel's maneuvers when she captured the French schooner Nantes, and their story was fully confirmed by Captain Days, of that vessel.

According to their version, the German slipped far ahead of her convoy of prizes and revealed the British flag at her mast-head. She rapidly overhauled the slow-sailing vessel and then signaled her to lay to. The Nantes obeyed the order, and when she came to a stop the raider hoisted her true colors, bringing her guns to bear on the Frenchman. A prize crew was sent over to take charge of the schooner.

SCHOONER DYNAMITED

Some time later, however, the sailing vessel being unable to make the speed that the raider and her prizes desired, the vessel was stripped of food and supplies, the original French crew and the German prize crew taken off and a hole dynamited in the vessel's bottom.

"The German didn't look anything like a warship," says Captain Days, "and I had no hesitancy in obeying her order to leave. Besides, I had no chance to escape, as the raider could easily have overhauled me."

After the Nantes was captured and sunk the survivors were distributed among the several prizes and finally all transferred to the St. Theodore. Then, on January 12, the Hudson Maru was overhauled, seized and her Japanese crew confined, a German prize crew taking her place. At this time the raider evidently judged her depredations on commerce were likely to have reached the attentive ears of Allied warships dotting the Atlantic and she made preparations to skip away from the hampering convoy of prizes. Many of the survivors were put aboard the Hudson Maru from the St. Theodore and the Japanese crew hoisted the red ensign. What became of other prize ships which trailed along with the raider and in particular what was the fate of the St. Theodore is unknown.

REPORT 400 LOST

The report still persisted in Rio today that 400 persons had perished in the sinking of some unnamed ship, but neither the survivors at Pernambuco nor wireless pleas for information sent over the sea brought either confirmation or denial.

The few survivors landed at Pernambuco do not represent by several hundred the number of those who must have been aboard the twenty-four or twenty-six vessels sunk or captured by the raider. What has become of the others is not known. They may still be aboard the St. Theodore or some of the other prizes, headed, under German prize crews, for other South Atlantic ports. Many may have perished. The close under-decks confinement of the survivors who have already landed is effectual in preventing them from ascertaining more than the most meager facts about their captors and her career. The fact that no survivor could definitely identify the raider is significant commentary on how rigidly the German commerce destroyer's crew guarded her identity and how strictly they carried out their orders for confinement of their captives.

At least one British warship is known to have been somewhere around the spot where the Hudson Maru parted company with her captor—a cruiser which was sent several weeks ago from the Falkland Islands a circuitous route to the South Atlantic naval base, to search for the steamship Tintal. But it was fairly certain today that every available Allied warship anywhere near the section of the South Atlantic where the raider was last reported was churning the sea in an effort to locate her.

In the meanwhile British and French consuls issued warnings to all Allied shipping. The few Allied vessels which did leave and a number of neutral vessels as well—carefully hugged the shore, striving to remain in territorial waters as far as possible.

From the fact that the commerce destroyer chose the South Atlantic field as her main sphere of operations there was a revival today of the oft-repeated rumor of a German wireless and supply base at some uninhabited spot on the South American coast. Both the Argentine and Brazilian Governments today took cognizance of the existence of such a station.

Both Brazil and Argentine officials professed uncertainty over the likelihood of any violation or neutrality by the raider, but are nevertheless taking no chances.

BIG ALLIED FLEET IN SEARCH FOR RAIDER

LONDON, Jan. 18.

A powerful fleet of British and French warships is scouring the Atlantic today for the new terror of the sea, a German raider that is accredited with having sunk or captured more than a score of merchant ships.

Following the official announcement of the Admiralty admitting the loss of a dozen British and French ships, it became known here today that at least ten British warships are taking part in the search.

A search is being made up and down the American coast and off the southern part of the United States. As the men-of-war look for their quarry they are sending out wireless warnings to merchant ships.

British and French consular representatives have gathered important information from the refugees of lost ships that were landed at Pernambuco from the Japanese ship Hudson Maru.

The sea-fighters were unable to give the name of the raider, but from their description it was supposed that the ship formerly was the Vineta. She is well armed with guns and torpedo tubes and carries a large and well-trained crew.

In addition to the search for the commerce destroyer the fleet is attempting to locate her base, for it is supposed that she is operating from some supply point on the South or Central American coast.

Whether the raider will take flight into some other part of the world's seven seas is not known, but even if she flees into the Pacific she will run the risk of encountering Japanese warships that will be on the lookout for her there.

The vessels known to have been sunk or captured aggregate about 55,000 tons.

The German ship began her depredations about December 12, and was active as late as January 12. Instead of striking at the north Atlantic steamship lane, she went on to the south Atlantic and swooped down on the traffic highways between South American ports and Europe. Evidently she feared to venture into the north Atlantic because of the big fleets which are constantly on guard there.

The Admiralty is making an investigation of the reports of destruction of other ships in addition to those named in the official announcement, particularly the sinking of one vessel in which 400 lives were rumored to have been lost.

It has been thought for some time that a German raider was loose on account of the increasing number of overdue ships, but the official announcement has caused a big increase in marine insurance rates. The fact that the raider is still at large was an important factor in boosting rates.

Not since the days of the Emden have shipping circles been so perturbed over the German menace. While the British deplore the loss of shipping, naval men pay tribute to the daring of the German seaman and the skill with which they have raided commerce without being captured.

The raiding ship was described as a

vessel of about 4000 or 5000 tons, with one black funnel and two masts. Part of her deck was boarded in with a temporary structure to hide her guns. She was equipped with four torpedo tubes and carried a plentiful supply of ammunition.

The vessel was painted a dirty gray, and black paint had been smeared over her name to blot it out.

GERMAN SEA RAID SEEN AS PART OF PROGRAM

WASHINGTON, Jan. 18.—The German commerce raid fleet off South America is regarded here as a new spectacular coup in a series by Germany.

Authorities hold, however, that while gigantic on the surface the raid is only a "drop in the bucket" compared to the string of sinkings accomplished by submarines. And they fail to see where it presages the opening of any new victorious warfare by Germany.

They may only an occasional raider can operate and then not for long, due to the Allied warships dotting the ocean.

What Germany will do about sea warfare, especially submarine, cannot be gauged, officials said, by the activity of the raider. Germany is accomplishing the destruction daily of eight to fifteen or twenty ships of varying tonnage by her submarines, and these sinkings now go virtually unnoticed.

The spectacular elements of the raid in South America are what make it important, whereas from a strategic point of view the raid can accomplish only temporary fright or nervousness for Allied shipping, according to experts' views.

While the raider work is before the public reports are current that not only is Germany planning the spectacular return of the subsea freighter Deutschland, but that a larger sister ship will dock in New London or "somewhere else in America" with her.

FRENCH LINER SAILS AFTER 14-HOUR DELAY

NEW YORK, Jan. 18.—Undaunted by the fear of submarines and German commerce raiders, the French liner Chicago sailed today for Bordeaux after delaying her departure for fourteen hours. Officials were emphatic that the delay was not caused by the suddenly revealed activity of a German sea raider.

Some of the 120 cabin passengers canceled their passage because of the raider's known presence in Atlantic waters. Aboard the Chicago were thirty French soldiers, returning to the front after furloughs spent in this country.

13 AMERICANS LANDED BY RAIDER'S VICTIMS

NEW YORK, Jan. 18.

So far as it is known officially no lives were lost in the destruction of merchant shipping by the German raider which is now ravaging the sea. It is unofficially reported, however, that 411 persons are missing.

Among the persons landed at Pernambuco from sunken or captured ships are thirteen Americans.

Telegraphic reports from Pernambuco quote survivors as saying that they were severely treated by the Germans on the raider.

The correspondent of the Brazil Journal reports that some of the sailors from the victim ships say they were kept without food for two days.

The commander of the French steamship Nantes is said to have asserted that the raider approached his ship under the British flag.

One report in shipping circles was that the raider may be the Moweve, whose exploits in African waters are world-famous. That larger sister ship will dock in New London or "somewhere else in America" with her.

INSURANCE MEN BOOST SOUTH AMERICAN RATES

NEW YORK, Jan. 18.—Marine underwriters in New York continued today to boost rates on ships bound for South American waters. War risk rates leaped from a general range of two to three per cent to six to ten per cent yesterday. With the German raider still at large and new reports of ships sunk, received today, rates were expected to go even higher.

Officials of the British Consulate in New York expressed the belief that the raider soon will be laid low.

"We have fast patrol boats in that district," one of them said, "There will not be much more raiding."

The ships already destroyed by the raider are valued, with their cargoes, at about \$10,000,000. Insurance is carried for the most part by local underwriters.

The French liner Chicago sailed from New York at 7 a. m. for Bordeaux, regardless of the raider's presence. She will have 120 passengers aboard. Other large liners now on the Atlantic and not yet reported as reaching their destinations are:

The Albatross XII, for Vigo, Spain; the American liner St. Paul, with many Americans aboard, for Liverpool; the Sagis, for Rio de Janeiro; the Brazos, for San Juan, P. R.; the Sao Paulo, for Bahia and Buenos Aires, and the Valdivia.

Ships which are on their way from European ports to America are:

The French liner Touraine, from Bordeaux; the American liner Philadelphia; the White Star liner Baltic, at present the second largest liner engaged in Atlantic trade; the Holland-American liner Ryndam; the Helig Olav, of the Scandinavian-American Line; and the Bergenfjord, of the Norwegian-American Line.

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245.00	Hudson Seal	183.75
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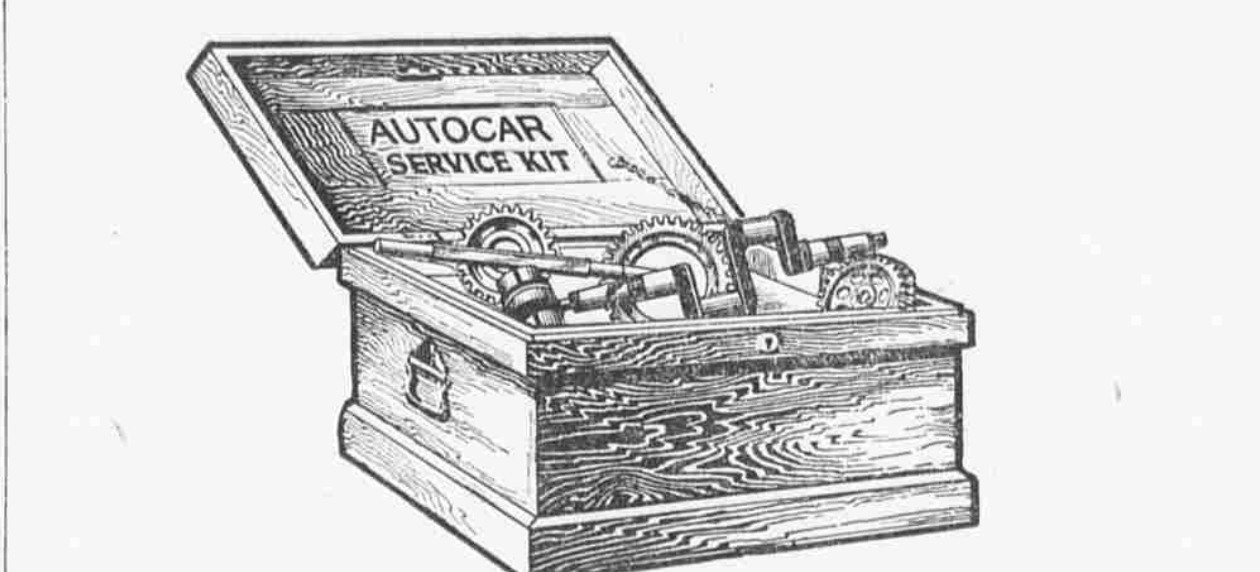
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ASSETS		LIABILITIES	
Bonds and Stocks	\$28,945,764.00*	Unearned premiums	\$10,135,305.46
Real Estate	1,000,000.00	Losses in process of adjustment	594,007.54
Loans on Bond and Mortgage	2,700.00	All other claims	381,725.23
Premiums in course of collection	1,495,671.33	Reserve for contingencies	100,000.00
Interest, Dividends and Rents accrued	288,667.16	Reserve for dividend, payable January 4th, 1917	600,000.00
Cash on deposit and in office	2,381,569.37	Policyholders' Surplus	\$22,303,333.63
		Capital	\$10,000,000.00
		Net Surplus	12,303,333.63
			\$22,303,333.63
Total Assets	\$34,114,371.86		
			\$34,114,371.86

*Includes excess deposit of \$20,497.39 in Canada.

HENRY EVANS, President

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