

A CRUISE ON THE MOEWE

The Story of the Adventures of One
Barney Boyle

An American prisoner of war on the German sea raider Moewe during the last leg of her second destructive attack on commerce across the Atlantic to the equator and back, when from October, 1916, to March, 1917, she added twenty-six vessels to her long list of captured or destroyed ships, returned to the United States, recently with the first eye-witness account of the final battles of the raider. He is Barney Boyle, one of the first of the American seamen taken before the United States entered the war, held prisoner eighteen months in Germany and released seven days after the signing of the armistice. Boyle had been a seaman on the great lakes and was on his first ocean trip when the Moewe attacked and sank his ship, the Esmeralda, of Liverpool, on which he shipped at Newport News.

There were some 450 captives on the Moewe when Boyle was taken aboard with the other members of his crew. All of these men, taken mostly from British ships, were held in a compartment between decks above the magazines, and every time the raider bottled with a merchant ship and was fired upon the imprisoned men expected that a chance shot would reach the explosives and blow them and the ship to pieces.

The Capture.

"We were about 500 miles from the American coast when the Moewe overhauled and stopped the Esmeralda with a warning shot, on March 19, 1917," said Boyle. "We had a stern gun, but had no chance to use it against the clever and swift maneuvering of the German ship. Within a few minutes the raiders had come aboard and had divided into three parties; one taking charge of the engine room, another the gun and ship's officers, while the third quickly disabled the wireless. Because of the heavy seas and difficulty in getting out our boats rapidly our crew of sixty men and officers were taken over in the Moewe's boats."

According to the previous meagre reports of the operations of the Moewe it was asserted that the capture of the Esmeralda was the last made by the raider before returning to Germany, but Boyle tells of a number of ships afterward destroyed. One of these was the heavily armed British steamer Otaki, which resisted so effectively and stubbornly for a time that it was thought the Moewe's career would end in the midst of the combat.

"It was the day after our capture, March 21, when the Otaki was attacked," Boyle said. "There were all locked in between decks, but we could hear the crew running back and forth on deck and, both officers and men and, judging from the noise, they were in something of a panic from the terrific shelling and gunfire that came from the Otaki after the customary warning shot from the raider had been ignored. Then the Moewe's four big and two little guns began to fire rapidly. We were told afterward that the Otaki had four-and-a-half-inch guns, lighter than some of those of the raider, but the merchantman's gunners handled them skilfully and sent at least eight shots through the hull of the Moewe. Then a shell reached the bunkers and started a fire. The smoke seeped into our prison and roused the men to desperation. They thought the fire would reach the magazines directly under us. The men hurried themselves against the heavily barred door and broke it down, but this opening led into another partitioned part of the prison room and ended at the bulkhead, from which there was no escape. We believed that the ship was doomed, either by fire or water. We could hear water running through one or more of the holes made by the Otaki's shots. The ship had listed and the engines were damaged. Afterward, we learned that several of the shots had been too far from some part of the magazine."

"It was fortunate for us prisoners that the Otaki was unable to continue the battle much longer, for a few more shots like the others would certainly have finished the career of the Moewe then and there. Even after the Otaki had surrendered her crew refused to transfer to the raider, believing that the Moewe was sinking, and they had to be forced to go on her. Six were killed on the Otaki and eight on the raider, of whom four were coolie stokers, hit by a shell in the engine room."

"How the commander managed to keep the Moewe afloat was a marvel to us when we saw the next day some of the effects of the shots. There were shell and shot holes in the steel hull which the crew plugged, and the shoulders of these plugs projected from the outside. First the commander had lowered canvas sheets, weighted at the ends, over the water-line holes, which shut off the inflow of water. Then plugs, of which it seems the raider carried a supply of assorted sizes just for such emergencies, were fitted in and the water pumped out and the ship righted. When plugs could not be used they resorted to the holes with acetone gas and inserted plates."

"We were permitted to exercise for short intervals on deck. That was the only relief from the terrible confinement of our quarters, where 500 men slept, most of them on the floor, and some in hammocks or on tables. We had to move cautiously to prevent stepping upon each other during the hours we generally sought to sleep. We had two meals a day, consisting of rice and prunes, sometimes varied

LIST OF THE TROPHIES ON VICTORY SPECIAL

Reports from various points in the state which the war trophies train has already visited indicate that the public is showing a great deal of interest in the exhibit. This train, which is touring the whole country as a special advertising feature for the coming Victory Liberty Loan, will be in La Grande this week from four o'clock Wednesday afternoon until midnight.

The train consists of two flat cars and one exhibit car. The list of trophies printed below will indicate the complete character of the exhibit. In addition to the items named in this list, there will be a number of interesting features, such as dummies dressed in German uniforms, noise bombs, star shells, etc. There will also be a Lewis machine gun, which

with a little pork and beans, and once only we had vegetable soup, but never bread or coffee. We were told by our captors that food was scarce because stores had been flooded and ruined by the Otaki's fight. There was a very great shortage of water, too. All the water was obtained by condensing, and, although the machinery was quickly repaired, the commander used all the steam for flight from the places where he had nearly met the fate of the vanquished, and no water was to be had for several days beyond the small tinful for each man, barely enough to prevent extreme suffering.

"The next ship captured was the Governor, which tried to run away and which surrendered only after thirty-five shots had been fired and three of the crew killed. This ship was sunk by gun fire. The next ship taken by the raider, the name of which I cannot now recall, was sunk by a boarding party. The Moewe evidently had the best of engines and machinery, judging by our progress and speed. It was about this time that one of the men guarding us laughingly reported that they had just received a wireless from the British cruiser Glasgow, which announced a wreck—one of the Moewe's captures that had kept afloat."

Boyle said the raider fled from the cruiser, heading north and skirting the rim of the mine fields of the Scandinavia coast and the Kattegat and Sound to Swinemunde, and finally into the Baltic and to Kiel. This was on March 25, 1917, and during the sixteen days that Boyle was a prisoner on the ship there had been nearly 600 captives with him, including fifty-two Americans. All of them were taken on armed merchantmen and were held as prisoners of war, there being only one American released.

"We were told that thirty-three ships had been captured or destroyed during this second raid, but I have since heard a report that the number was twenty-six," said Boyle. "Our food was a little better when we reached Germany, but was just about enough to maintain life. On our removal from the ship we were subjected to the 'acid shave and haircut,' as part of the sanitary precautions. There were not enough barbers to do the work and some scientist had provided the acid substitute for 'Next!' This acid was spread over face and head and it removed every hair until our heads were as hairless as a billiard ball. The men were afraid of the stuff at first, but were forced to take the treatment. However, the acid did not hurt and the hair grew again."

After several transfers to prison camps 300 of the 600 prisoners on the Moewe were taken to Lubek and were put to work on the docks and ships, for which they received one mark a day. Boyle and forty of his countrymen were in this contingent. Although the men were forced to do hard work from morning to night and were confined in barracks during the intervals between sleep and work, Boyle said the prisoners were not victims of any particular physical cruelty.

"We had twenty-one months of this, and stopped work on Nov. 13, 1918, two days after the armistice was signed. We were released on Nov. 18. It was in February that we got the first indication of revolt in Germany. A strike came in which the military authorities—or at least the soldiers—refused to interfere. Soldiers frequently told us they'd like to 'throw their guns away, as the war meant to good for them. They wanted to go home, and said they were tired of war. This strike appeared to us as a test and trial of strength that developed into the revolution."

BAPAUME WANTS GODMOTHER

French Town, Hard Hit by War, Asks Help From Some City to Aid Reconstruction.

Washington. — Bapaume, of the French towns which suffered most from the war, wants a "godmother," according to an official dispatch received here.

Gaston Stenle, mayor of the town is quoted by the dispatch as saying in the Petit Parisien: "If some friendly would adopt Bapaume and assist it as has been done for some other destroyed towns, I hope that some other cities, either of the old continent or of the new, will listen to my appeal."

Observer is visiting Bapaume, which

will make possible a machine gun demonstration, providing the several thousand rounds of ammunition which are expected have arrived. This will be a much more complete exhibit than was shown on the trophy train of the Fourth Liberty loan.

The list of the trophies in the exhibit is set forth here, and following them is the schedule arranged for the visit of the train to Union and Wallawa county points:

- Large Pieces**
- 1 French mosquito tank.
 - 1 170 MM German minewerfer, No. 4575.
 - 1 170 MM German minewerfer, No. 760.
 - 1 150 MM German howitzer, No. 698.
 - 1 German Albatross motor, No. 192.
 - 1 77 MM German field gun, No. 663.
 - 1 77 MM German field gun, No. 293.
 - 1 75 MM French field gun, No. 6486.
 - 1 100 MM German howitzer, No. 2540.
 - 1 150 MM German howitzer, No. 1050.
 - 1 76 MM German minewerfer (mounted), No. 8413.
 - 1 76 MM German minewerfer (mounted), No. 5019 or No. 21967.

Badly damaged by German shell fire, two occupants being killed

- Small Exhibits.**
- 1 minewerfer, No. 5578.
 - 1 76 MM minewerfer, No. 924.
 - 1 trench mortar, No. 881.
 - 1 77 MM German gun, No. 1300.
 - 2 75 MM gun limbers.
 - 1 wire-wound German minewerfer (wooden) with bass block and iron support.
 - 1 motor from captured German Albatross plane.
 - 1 propeller blade from wrecked German Zeppelin airship, 36 of crew burned to death.
 - 1 lot of barbed wire from Verdun.
 - 1 listening post.
 - 1 one-man snipe tank.
 - 2 German grenade throwers.
 - 2 trench stoves.
 - 1 German shell holder.
 - 1 German snipers breast plate.
 - 1 gun shield.
 - 1 wrecked gun shield.
 - 1 rifle rest.
 - 2 French machine guns, mounted.
 - 1 German machine gun, mounted.
 - 2 odd sniper's shields.
 - 1 Brandt compressed air bombing gun.
 - 1 U. S. shield of German gun pieces.
 - 2 16-inch shells.
 - 2 11-inch shells.
 - 3 9-inch shells.
 - 2 8-inch shells.
 - 4 6-inch shells.
 - 2 4-inch shells.
 - 3 3-inch shells.
 - 2 75 MM shells.
 - 1 220 MM Aerial bomb, No. 2930.
 - 2 aerial bombs, 10-inch diameter.
 - 2 flying pigs (bombs).
 - 1 partly burst defective German shell.
 - 43 French cavalry sabers.
 - 3 German machine guns.
 - 1 German Chanchet auto rifle.
 - 2 French Chanchet cartridge hold ers.
 - 3 German shell baskets.
 - 2 French helmets.
 - 2 French water bottles.
 - 1 gas mask and caplainer.
 - 1 captured Turkish bayonet.
 - 1 75 MM shell case.
 - 1 leather gun cover.
 - 2 2-inch shells.
 - 4 compressed air bombing guns.
 - 3 compressed air bombing gun bases.
 - 6 German Howitzer shell cases (2 in a box).
 - 1 flame thrower.
 - 27 French rifles (2) 1870 to 1874 bayonets (2).
 - 1 Zepplin bomb.
 - 4 lot (signal flares).
 - 1 aerial bomb, 8 to 10-inch diameter.
 - 1 aerial bomb, 8 to 10-inch diameter.
 - 1 wood German shell case.
 - 1 gas mask and chemical equipment.
 - 2 French gas masks in case.
 - 1 French pack complete.
 - 1 signal, lavender and flag.
 - 2 dress pans and brush.
 - 1 Colt machine gun barrel in case.
 - 1 French helmet.
 - 1 gun seat (German).
 - 1 damaged German rifle.
 - 2 damaged rifle rifles.
 - 1 Colt machine gun.
 - 1 damaged French rifle.
 - 1 U. S. Springfield rifle.
 - 1 German rifle.
 - 2 French 75 MM shells.
 - 2 2-inch shells.
 - 1 German machine gun.
 - 1 tinbom.
 - 1 small tank.
 - 1 round German basket.
 - 1 iron cover.
 - 1 bayonet and scabbard (German).

- Arrive Joseph 7 a. m.; leave 8:30 a. m.
- Arrive Enterprise 8:45 a. m.; leave 9:15 a. m.
- Arrive Louisa 9:15 a. m.; leave 10:15 a. m.
- Arrive Wallawa 10:15 a. m.; leave 11:30 a. m.
- Arrive Elgin 1:30 p. m.; leave 3 p. m.
- Arrive Valley 2:30 p. m.; leave 3:45 p. m.
- Arrive Alford 3:45 p. m.; leave 4:25 p. m.
- Arrive Idaho City 3:30 p. m.; leave 3:45 p. m.
- Arrive La Grande 4 p. m.; leave 4:30 p. m.
- Arrive Fort 7:00 p. m.; leave 7:30 p. m.

ALL NATIONS' PHRASE DISPLEASES SENATOR

(Continued from Page 1)

Sons' included the United States and its citizens, and that the conditions and charges of traffic to be 'just and equitable' must be imposed alike on vessels of citizens of the United States as well as on vessels of citizens of other countries; that no preference could be given our citizens or vessels, over those of other nations in the use of the canal.

"All Nations' and 'All States.' Congress, at the urgent request of Wilson, acquiesced in the British interpretation of the Panama Canal treaty, and repealed the law granting free tolls to our coastwise trade. Instead of the phrase 'all nations' of the Panama Canal treaty, Article XXI of the covenant has the synonymous phrase 'all states,' members of the league, for whom provision is to be made to secure and maintain 'freedom of transit' and equitable treatment for the commerce of all states members of the league.

The following is Article XXI in its entirety: "The high contracting parties agree that provision shall be made through the instrumentality of the league to secure and maintain freedom of transit and equitable treatment for the commerce of all states members of the league, having in mind, among other things, special arrangements with regard to the necessities of the regions devastated during the war of 1914-1918."

Senator further asserts: "No doubt we would contend, if we signed the covenant of the league, that we could grant to our own citizens special privileges and preference rights in our own commerce, but in this case we would be confronted with the precedent of the interpretation and construction which we accepted to the best of the President in the matter of the Panama Canal treaty, namely, that the citizens of all other nations had a right to use the canal on the same terms and conditions as our own citizens."

Logic Reinforces British.

"Citing this interpretation as a precedent, it would be contended, and with even greater force, and logic, that the 'equitable treatment for the commerce of all states members of the league,' provided for in section twenty-one of the covenant, is not complied with unless the citizens of all other nations have the same privileges in our own commerce as are accorded to our own citizens. "Is this the removal of the economic barriers referred to by President Wilson in his fourteen points?" "It is generally conceded, and I think the President admitted it, although I am not sure, that the British plan of the league of nations was adopted after the rejection of the American, French and Italian plans. Whether this is true or not, the merest glance at or a comparison of these two provisions from the covenant of the league of nations and the Panama Canal treaty discloses that the same sagacious and far-sighted English diplomacy has overreached our negotiators in drafting the covenant of the league as it did in formulating the Panama Canal treaty."

Pleads for Caution. "Surely our experience in the matter of the Panama Canal treaty should teach us the greatest caution and make us wary and cause us to scrutinize every word of the covenant, lest we surrender American rights as we did in the canal treaty—rights that never were intended to be surrendered."

"Constructive criticism is said to be welcome. Then let us remove all ambiguous language from the covenant, so that we may not have a repetition of the Panama Canal fiasco."

Purpose in Life. Have a purpose in living. Aim to be somebody and to do something, and to know just what it is you mean to be and do. Some people pity those who fall short of their ideals—the inventor who fails, the statesman who is so far in advance of his constituents that he receives contempt instead of praise. But these are not the ones who need your sympathy. Save your pity for those who are drifting through life without a goal, who are living without a purpose.

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