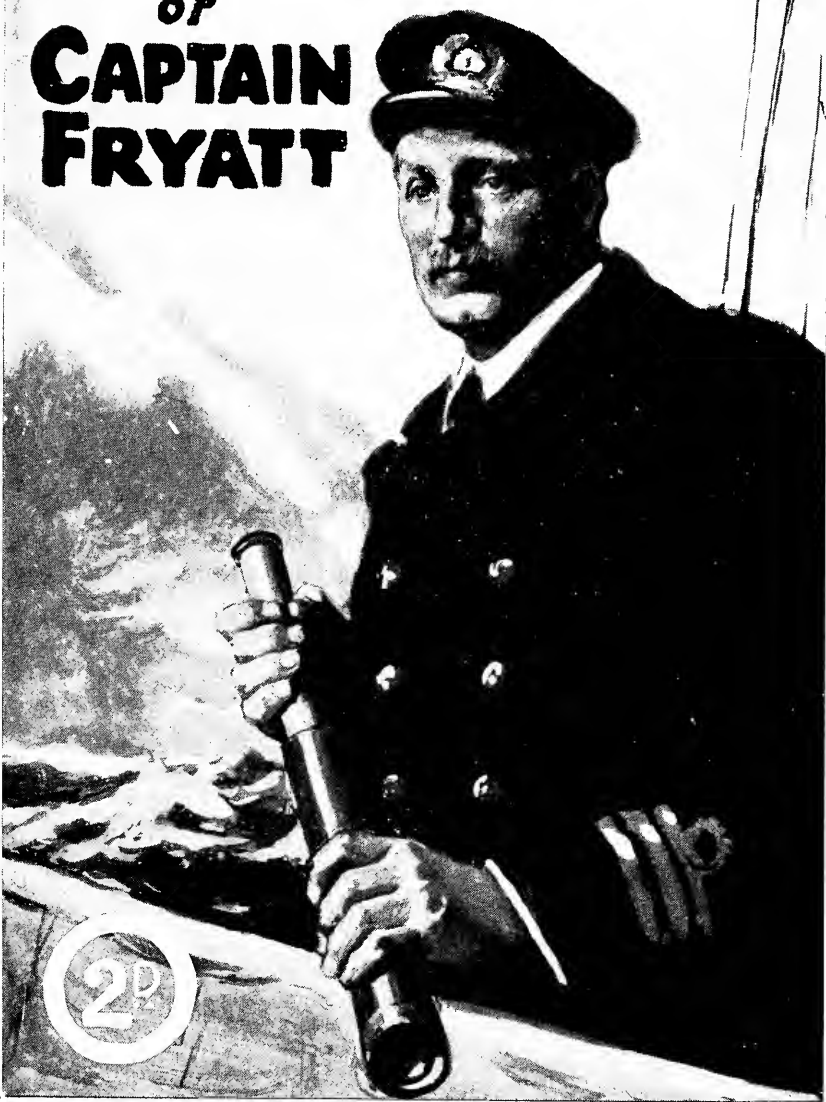


# The MURDER

of

# CAPTAIN FRYATT



HODDER & STOUGHTON,  
London. New York. Toronto.

Walter Clinton Jackson Library  
THE UNIVERSITY OF NORTH CAROLINA AT GREENSBORO  
Special Collections & Rare Books

**WORLD WAR I PAMPHLET COLLECTION**

Gift of Greensboro Public Library

**The Murder  
of  
Captain Fryatt**

HODDER & STOUGHTON,  
London.      New York.      Toronto.  
MCMXVI.



CAPTAIN FRYATT.

A LETTER  
FROM  
HIS MAJESTY KING GEORGE  
TO  
CAPTAIN FRYATT'S WIDOW.

---

BUCKINGHAM PALACE,  
3rd August, 1916.

MADAM,

In the sorrow which has so cruelly stricken you the King joins with his people in offering you his heartfelt sympathy.

Since the outbreak of the War, His Majesty has followed with admiration the splendid services of the Mercantile Marine.

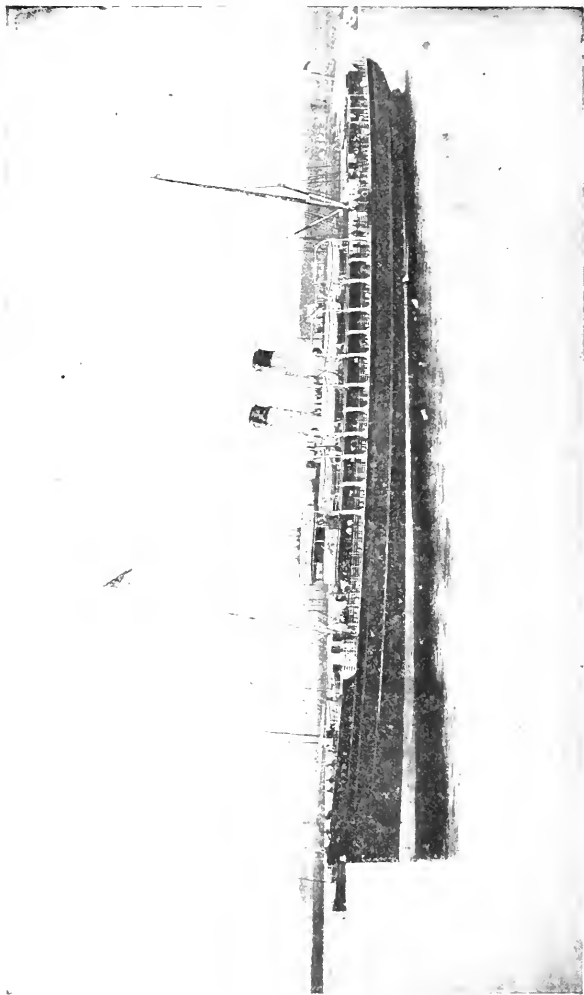
The action of Captain Fryatt in defending his ship against the attack of an enemy submarine was a noble instance of the resource and self-reliance so characteristic of that profession.

It is therefore with feelings of the deepest indignation that the King learnt of your husband's fate, and in conveying to you the expression of his condolence I am commanded to assure you of the abhorrence with which His Majesty regards this outrage.

Yours very faithfully,

(Signed) STAMFORDHAM.

MRS. FRYATT.



S.S. "BRUSSELS."

## I.

### **The Career of Captain Fryatt.**

Captain Charles Algernon Fryatt was the Master of the Great Eastern Railway Company's steamship "Brussels." Many of the English Railway Companies own lines of steamships which connect the ports to which they run with the continent of Europe, and although some of these have been modified or discontinued owing to the war, such is the power and efficiency of the British Navy that uninterrupted communication by sea with all neutral countries has been assured. Braving the perils of mine and submarine, and steaming through fog or storm on unlighted and unbuoyed coasts, the merchant captains of these small but stalwart vessels have long been familiar with the methods and practices of the German undersea craft. They have bought their experience by intimate association, and early learned the lesson which afterwards the sinking of the "Lusitania "

taught the whole world. One of these skippers was Captain Fryatt, known locally and about his home port as "the pirate dodger"; and on his many voyages between Harwich and Rotterdam, he fully earned that name, until at last he fell into "pirate" hands. He lived at Dovercourt, near Harwich, the port of the Great Eastern Railway Company, and had been many years in the service of that Company. An East Anglian himself, he had chosen his wife from the Eastern counties, and leaves a family of seven children. All these are young, and six of them are girls; for their material needs his generous employers and a grateful country will provide, and the glorious story of his life will be an ever-flowing source of inspiration. Captain Fryatt was known as "the soul of honour and a cool-headed man," and a friend speaks of him as "a perfect type of the British sailor, a master of his craft, a devoted husband and father, and a man of blameless life."



## II.

### **The U. 33.**

At the beginning of February, 1915, the German Government first announced their criminal and illegal "Blockade." By official decree, the waters round Great Britain and Ireland, including the whole of the English Channel, were proclaimed a "war region," and it was declared that :—

**"On and after February 18th, every enemy merchant vessel found in this 'war region' will be destroyed without its always being possible to warn the crew or passengers of the dangers threatening."**

From the very earliest dawn of international law, merchantmen have been entitled to warning before attack by an enemy warship, and the legalised dictates of humanity have prescribed that proper provision should be made for the safety of the merchantman's crew. But by this edict of February 4th, 1915, the German Government officially repudiated the responsibilities of civilisation, and served

notice on all merchantmen that they were liable to be sunk by a hidden weapon from an unseen ship without warning. After such notice, British vessels of commerce were clearly entitled to consider themselves attacked by any submarine which they sighted. They thought themselves fortunate if they were not already attacked before the attacking ship was seen. What was the alternative presented to them? Were they to allow themselves to be sunk without warning and without resistance?

The German Admiralty were not long in putting their piratical declaration into practice. Even before the appointed date the German submarines began their campaign, and soon afterwards, on March 2nd, 1915, Captain Fryatt had one of his earliest experiences with one of them. While on a voyage from Parkeston Quay to Rotterdam, he sighted an undersea vessel with two masts, which he readily recognised to be German. The submarine immediately steered towards Captain Fryatt's ship for the purpose of



**GOLD WATCH PRESENTED TO CAPTAIN  
FRYATT BY THE GREAT EASTERN RAIL-  
WAY COMPANY.**

Inscription:—Presented to Capt. C. A. Fryatt by the Chairman and Directors of the Great Eastern Railway Company as a mark of their appreciation of his courage and skilful seamanship on March 2nd, 1915.

attacking her ; but he called all hands to work, and sent help to the firemen, in order to make the best possible speed. In this way his ship made nearly sixteen knots, and after a chase of many miles on a difficult course reached safety in Dutch waters. Had it not been for the skill and enthusiasm of the engineers and firemen, Captain Fryatt's ship would have been destroyed.

For his gallantry on this occasion Captain Fryatt was awarded a gold watch by the Chairman and Directors of the Great Eastern Railway Company.

Some weeks after this exploit, on the 28th March, 1915, a German submarine sank the "Falaba." It is well known that the "Falaba" stopped when ordered to do so by the German aggressor. Nevertheless, the German captain of the submarine did not give time for the passengers to be put into boats, and torpedoed this great liner while non-combatants were still on board. One of those who were on the deck describes the scene as follows ;—

“The Commander of the submarine ordered our Captain to get every passenger into the boats at once, saying in good English: ‘I am going to sink your ship.’ Then followed a terrible scene. Some of the boats were swamped and their occupants thrown into the sea, several being drowned almost immediately. Barely ten minutes after we received the order to leave the ship, and before the last boat had been lowered, I heard a report, and saw our vessel heel over. The pirates had actually fired a torpedo at her at a range of 100 yards, when they could distinctly see a large number of passengers and crew on board. It was a dastardly thing to do;—nothing but murder in cold blood.”\*

One hundred and four men and women lost their lives.

It was on this same Sunday, March 28th, that Captain Fryatt met the “U 33” in the North Sea. In the afternoon, when on a voyage from Parkeston to Rotterdam, the “Brussels” sighted a German sub-

---

\* The “Times,” London, 30th March, 1915.

marine, at least three hundred feet long, with a very high bow, a very large circular conning tower, and without distinguishing marks, on her starboard bow. Captain Fryatt soon realised that the speed of the submarine was far greater than his own, and that if he attempted to turn away, he could easily be torpedoed. The submarine signalled him to stop, but his British courage revolted at the thought of surrender, and the experience of German methods of warfare warned him that surrender would be no guarantee that the lives of his crew would be spared. He determined therefore to take the best chance of saving his ship, and to steer for the submarine in order to force her to dive, and, if she were not quick enough in diving, to ram her. This was his undoubted right under international law—to disregard her summons and resist her attack to the best of his power. It was a contest of skill and courage in which each side took their chance. Captain Fryatt, therefore, starboarded his helm, and gave orders to his engineers to make all possible speed. He sent all

the crew aft to a place of safety, in case the submarine should fire upon him, and steered straight for the conning tower. The latter, when she saw that the "Brussels" would not surrender, but was bent upon exercising her undoubted right of resistance, immediately submerged. The "Brussels" saw her disappear about twenty yards ahead, and steered for the place where she had been. Almost immediately her periscope came up abreast of the "Brussels," two feet out of the water. Captain Fryatt did not feel his ship strike the submarine, but one of the firemen felt a bumping sensation. The submarine reappeared with a decided list, and afterwards vanished from view. Captain Fryatt held his course at top speed until he was safely within the territorial waters of Holland.

The claim of the Wolff Bureau that Captain Fryatt allowed the submarine to approach for examination is utterly false, and the pretence of some German papers that he surrendered, and afterwards

attacked the " U 33," or that he was guilty of any deception or any underhand dealing, is equally untrue. These false pleas can only be attributed to their desire to conceal a foul crime under a cloak of lies.

Let us not be deceived into thinking that the request to stop was any evidence of humane intention. The " Falaba " stopped, and her list of dead is eloquent. Captain Fryatt, already familiar with the designs of German submarines from his previous adventure, sought to save his ship's company from a similar fate. Did he do it, as the " Weser Zeitung " of Germany pretends, " from ambition and lust of gain ? "

No ; though he is dead, they live, and through his courage and resource they have been saved the fate of the women and children on the " Lusitania " and many other ships which stopped and surrendered, and whose passengers, through the inhuman conduct of a German submarine, were drowned at sea.







## GOLD WATCH PRESENTED TO CAPTAIN FRYATT BY THE BRITISH ADMIRALTY.

Inscription:—Presented by the Lords Commissioners of the Admiralty to Charles Algernon Fryatt, Master of the S.S. “Brussels,” in recognition of the example set by that vessel when attacked by a German submarine. 28th March, 1915.

### III.

## **The Award of the Watch.**

By his action Captain Fryatt undoubtedly saved the lives of those under his charge. At the date of this gallant act the Germans had already sunk without warning twenty-two British merchant ships, and had attempted to sink many others. The German Proclamation of February 4th was an offer of attack without further notice to any merchant vessel flying the British flag in those waters ; and the Captain, in acting as he did, did no more than defend himself against the illegally proffered violence of the enemy.

The British Admiralty presented Captain Fryatt with a gold watch, suitably inscribed, in recognition of his services. This watch, and the watch awarded by the Great Eastern Railway Company for his previous exploit, did not fall into the

hands of a pirate submarine, but are in the safe keeping of his widow, to be an heirloom in his family. The award of the watch by the Admiralty was announced in the British House of Commons on the 28th April, 1915, by Dr. Macnamara, Secretary to the Admiralty, who mentioned, amongst other merchant captains, the name of Captain Fryatt, as one who had baffled a German submarine by his bravery and resource, and had been selected by the Admiralty "as deserving of reward for specially meritorious services."

His Majesty, King George, in a letter addressed to Mrs. Fryatt from Buckingham Palace, lately expressed what will be the feeling of the whole world when he said :—

"The action of Captain Fryatt in defending his ship against the attack of an enemy submarine was a noble instance of the resource and self-reliance so characteristic of his profession."

It should never be forgotten that Captain Fryatt's encounter with the German submarine was on the same day as the sinking of the "Falaba," and after many ships had already been sunk without warning.

## IV.

### **The Capture of the "Brussels."**

Captain Fryatt sailed from the Hook of Holland on the evening of the 22nd June, 1916, more than a year after his last recorded encounter with a submarine. A friend who shook his hand as he went on the bridge found him calm and cheerful as ever. The "Brussels" had a cargo of foodstuffs and some Belgian refugees on board. But when well on her voyage to Tilbury she was captured by a flotilla of German torpedo boats, and she was taken as a prize to Zeebrugge. It was reported at the time that there was a suspicious character on board the "Brussels," who spoke German fluently, and was afterwards treated with the utmost consideration by the Germans. The Amsterdam "Telegraaf" bears testimony to the quiet and dignified conduct of the crew and its Captain after capture. It speaks of Captain Fryatt himself as standing in the midst of his officers, his

face as calm as if he were on the bridge, comforting the weeping Belgian women with a kindly word, and thinking only of others.

The Captain and his crew are believed to have been taken to Bruges in motor cars, and removed to Germany on the following day. At any rate, the American Ambassador subsequently informed the British Government that they were interned at Ruhleben. Mrs. Fryatt received a letter from her husband, sent from the camp there, and dated the 1st of July, in which he told her that "he was leaving on a journey."

## V.

### First News in England.

On the 1st of July, the American Ambassador, in reply to an enquiry from the British Foreign Office, assured Sir Edward Grey that the officers and crew of the "Brussels" were safe and well, and that the Master of the vessel "desired that his wife might be informed." Nobody suspected at that time the import and terrible significance of those pathetic words.

It was not until the 16th of July that the Government and public of Great Britain first learned, in the columns of the Amsterdam "Telegraaf," that Captain Fryatt was to be tried by court-martial on a charge of ramming a German submarine. The British Foreign Office immediately made enquiries of the American Ambassador, and requested that proper steps might be taken for the Captain's defence. The report in the "Telegraaf" was only too true.



## VI.

### **The Court-Martial.**

We have no particulars of the court-martial which was held at Bruges. It is not certain whether any independent witnesses were present, and it is unlikely that the Germans will ever disclose what took place there. Everything appears to have been done in the dark and in haste, as by those who shunned the light of publicity in the performance of their sinister work. We can only quote the bald outlines of the German official telegram, which stated that :—

“ On Thursday, at Bruges, before the Court-Martial of the Marine Corps, the trial took place of Captain Charles Fryatt, of the British steamer “ Brussels,” which was brought in as a prize.”

A postponement of the trial had been asked for ; but this was refused, on the ground that “ German submarine witnesses could not be further detained ” ! Upon such an outrageous pretext, the

trial was immediately held, and Captain Fryatt was "defended" by Major Neumann, "in civil life an attorney and Justizrat." Under what principle of international law was he tried? What was the nature of the impeachment? What are the names of the judges who condemned him?

## VII.

### The Charge.

According to the German official pronouncement, Captain Fryatt was condemned because :

“ Although he was not a member of a combatant force, he made an attempt on the afternoon of March 28th, 1915, to ram the German submarine, U 33, near the Maas Lightship.”

And if he did, what crime did he commit? Already the Germans had destroyed without warning more than a score of unarmed British vessels of commerce, and were only regretting that their torpedoes had missed so many others. Only a few weeks afterwards the great unarmed ocean liner, the “ Lusitania,” was sunk without warning with the loss of upwards of 1,000 lives, including many American citizens. The decree of February had served notice on all seafarers that whenever they met a German submarine they were to consider them-

selves attacked, since it was no longer possible to go through the formality of giving notice of an attack. What other meaning can be put upon the words :

“ Every enemy merchant vessel found in this ‘ war region ’ will be destroyed, without its always being possible to warn the crew or passengers of the dangers threatening.”

That resistance to such an attack is legitimate, is clear from the prize law of all the great states ; of the British Empire, the United States, Italy, Spain, and others. It is even admitted by the German prize regulations ; for in an appendix to these, dated 22nd June, 1914, may be found the following clause :—

“ If an armed enemy merchant vessel offers armed resistance to the right of visit, search and capture . . . . the crew are to be treated as prisoners of war.”

It is true that the German regulation speaks of armed merchant vessels ; but that can make no difference. A merchant vessel is none the less a merchant

vessel because she is armed ; her officers and crew do not become members of a combatant force because the vessel carries guns for defence ; a merchantman is permitted to resist an enemy warship, not because she has any combatant quality, but because she will be captured at the best, or if she meets a German submarine, probably sunk without warning ; and even capture is an act of hostility to which a merchantman need not submit.

The justice of these contentions has been admitted by an eminent German International Lawyer, Dr. Hans Wehberg, in his book, "Das Seekriegsrecht," published since the outbreak of the present war. He writes :—

“ In truth no single example can be produced from international precedents in which the States have held that resistance is not permissible. On the contrary, in the celebrated decision of Lord Stowell in the case of the “ Catharina Elizabeth ” resistance was declared permissible, and article 10 of the American

Naval War Code takes up the same standpoint. By far the greater number of authors and the Institute of International Law share this view . . . . . The enemy merchant ship has then the right of defence against an enemy attack, and this right she can exercise against visit, for this is indeed the first act of capture."

The opinion that such resistance is illegal is scarcely held outside Germany; it is of recent growth; and its chief exponent is Dr. Schramm, who is legal adviser to the German Admiralty. It is not difficult to conjecture that his opinion, and the opinion of his friends, was first conceived at the time when Germany was making her final preparations for an assault upon civilisation.

Moreover, the German Government, in a memorandum which it handed to neutral Powers on the 10th February, 1916, while maintaining that, in the view of Germany, merchant vessels were not entitled to defend themselves, stated that:

“It takes into consideration also the contrary conception by treating their crews as belligerents.”

But, of course, the Germans will argue that the “Brussels” did not defend itself, but was the aggressor. Nobody, however, who reads the German manifesto of February, 1915, can for one moment doubt that in it Germany threatened to torpedo every British merchant vessel, armed or unarmed, without warning as required by international law ; and this they proceeded to do, for unarmed merchantmen were forthwith sunk and many lives were lost. The British Admiralty has published a list, not only of British and Allied ships, but also of neutral vessels, which have been sunk without warning in accordance with this manifesto. Even when warning has been given, surrender has not meant safety for the ship’s company. In British merchantmen and fishing boats alone, over 400 lives have been lost in such circumstances since the war began.

The German theory of the "freedom of the seas" means, as Mr. Balfour has said, that "Neither enemy civilians nor neutrals are to possess rights against militant Germany; that those who do not resist will be drowned, and those who do will be shot."

Already two hundred and forty-four neutral merchant vessels have been illegally sunk by German submarines, and the number is ever on the increase. All the world will agree that this record, read in the light of the German declaration of the "war zone," serves notice on every British merchantman to defend itself.





MRS. FRYATT.

## VIII.

### Was he a Franc-Tireur ?

In the face of the horror and incredulity of the whole world, which, despite a surfeit of German barbarity, could scarcely comprehend this latest crime, the Germans have made frantic efforts to justify this judicial murder. They have justified it under a German prize rule relating to *neutral* ships! They have argued that the good of their cause demanded it — a wicked argument which can weigh with nobody outside Germany. They have argued further that Captain Fryatt was a *franc-tireur*.

“One of the many nefarious *franc-tireur* proceedings of the British Merchant Marine against our war vessels,” states the German official telegram, “has thus found a belated but merited expiation.”

During the Franco-German War of 1870, various French irregular forces carried on an intermittent warfare against the German army. Throughout the war

the Germans shot every such irregular soldier that fell into their hands. This brutal conduct aroused the indignation of many peoples in many lands, and now, by an article of the Hague regulations for the conduct of warfare on land, such irregulars are entitled to be treated on the same footing as regular forces when they are under a responsible commander, wear a distinctive badge, carry arms openly, and conform with the laws of war. Further, even the requirements of a responsible commander and a distinctive badge are dispensed with, where the population rises spontaneously to resist an invader, and in this case unauthorised bodies of men, armed and obeying the laws of war, are entitled, if captured, to be treated as prisoners of war.

Here then is an exception to the general rule that a fighter must be a member of the authorised armed forces in order to make good his claim to be treated as a prisoner. A similar exception has existed from time immemorial at sea. And indeed the difficulty felt by the Hague

Conference in granting to irregulars on land the right to be treated as prisoners does not exist in the case of a merchant seaman. He and his ship are on the open sea, and in full view; he cannot change his clothes, and lose his identity amid a crowd of civilians; he cannot take his enemy unawares. From the moment when he is attacked, he is permitted to defend himself, and his attacker is at no disadvantage.

Every German submarine in the war area may be assumed by a British merchant captain to be engaged in carrying out the orders of the German "Higher Command." The presence of such a submarine in the neighbourhood of a British merchant ship is an offer to strike coupled with the capacity to fulfil the threat. It is in other words an offensive act, for visit is, as Dr. Wehberg says, the first act of capture. Under these circumstances the captain of a merchant ship may defend his ship, and is not a *franc-tireur* if he does so; when captured, he must be treated as a prisoner of war. Captain Fryatt

defended his ship ; he was not captured ; at a later date he fell into the enemy's hands, and has been shot because he dared to exercise his undoubted legal right. We say "undoubted," because no doubt arose until the apostles of German militarism and of the "freedom of the seas" were perfecting their final plans.

But what need is there to pay the German Government the compliment of supposing that it has acted under any mistaken view of law ? Consistently with itself, it has but complied with its own military needs. It has now become a habit in Germany to reckon as a *franc-tireur* any class of persons who are particularly obnoxious to the advancement of German militarism. For instance, the "Rheinisch Westfälische Zeitung" of August 1st, publishes an article calling upon the German Government to treat American volunteers fighting with Allied troops against Germany as franc-tireurs and, when captured, to shoot or, preferably, to hang them.



CAPTAIN FRYATT'S HOUSE AT  
DOVERCOURT.

## IX.

### **The Last and Longest Voyage.**

On the 30th July, the "Telegraaf" learned that Captain Fryatt had been shot towards the evening of the Thursday before, on an enclosed part of the harbour grounds at Bruges, and that an Alderman of the town had attended as witness. The news of his death was officially confirmed by a telegram from the American Ambassador. No further details are known; nor probably will they ever be known. The German Government had learnt enough wisdom from its execution of Edith Cavell to know that such things are better done in secret, though they had not learned sufficient humanity, nor won enough sense of justice nor common sense, to feel that such things cannot be done at all, without outrage to the feelings of the civilised world.



CAPTAIN FRYATT'S WIDOW AND  
SEVEN CHILDREN.



## X.

### Epilogue.

So Captain Fryatt died; he died because he had saved the lives of his ship's company from the fury of a German submarine, because as a merchant-captain he had dared to use the right of defence given to him by international law. This deed was no crime, but, in the words of His Majesty, King George, "a noble instance of the resource and self-reliance so characteristic of that profession."

The Germans well knew that this latest judicial murder would arouse the indignation of the whole world; but they were resolved, if possible, to discourage imitation of Captain Fryatt's gallantry at all costs. "Doubtless there will be among England's sympathisers all the world over a storm of indignation against German barbarism similar to that roused by the case of Miss Cavell. That must not disturb us," wrote the German "Kölnische Volkszeitung" of the 29th July, 1916.

The “*Volkszeitung*” was not disappointed. A shudder of loathing and detestation, of horror and incredulity ran through every neutral country, the British Empire, and the countries of our Allies. The universal verdict was that the barbarities of the world’s past, even of the German past, were outdone. The voice of the New York “*Herald*” was raised in protest against a “**CROWNING GERMAN ATROCITY.**” The New York “*Times*” saw in the shooting of Captain Fryatt “a deliberate murder—a trifle to the Government that has so many thousands to answer for.”

In Holland, the “*Nieuwe Rotterdamsche Courant*” of the 29th July condemned the outrage, and said :—

“At the time that the Captain of the ‘*Brussels*’ made his unsuccessful attempt, the submarine war was being carried on in the most brutal manner in contempt of all rules of humanity. The mere sighting of a German submarine meant death for hundreds who are now called ‘*franc-tireurs*’ in the German communiqué. To

claim for oneself the right to kill hundreds of civilians out of hand, but to brand as a *franc-tireur* the civilian who does not willingly submit to execution, amounts, in our opinion, to measuring justice with a different scale, according to whether it is to be applied to oneself or to another. This is, in our view, *arbitrariness* and *injustice*. And that touches us even in the midst of all the horrors of the war. It shocks the neutrals, and arouses fresh bitterness and hatred in the enemy."

A Swiss paper, the "Journal de Genève," denounces the German crime and says:—"It is monstrous to maintain that armed forces have a right to murder civilians but that civilians are guilty of a crime in defending themselves." The "Gazette de Lausanne," another Swiss paper, asks:—"What will the maritime neutral countries think of the principle in obedience to which Germany has shot a brave English captain"?

Mr. Asquith, speaking in the House of Commons, expressed the feelings of the British Empire when he said :

“Coming as it does contemporaneously with the lawless cruelties to the population of Lille and other occupied districts of France, it shows that the German High Command have under the stress of military defeat renewed their policy of terrorism. It is impossible to guess to what further atrocities they may proceed.”

The First Lord of the British Admiralty, Mr. Balfour, has also paid outspoken tribute to Captain Fryatt, and voiced his country's condemnation of German barbarity :

“Doubtless it is their wrath at the skill and energy with which British merchant captains and British crews have defended the lives and property under their charge, that has driven the German Admiralty into their latest and stupidest act of calculated ferocity—the judicial murder of Captain Fryatt.

“I do not propose to argue this case : it is not worth arguing. Why

should we do the German military authorities the injustice of supposing that they were animated by any solicitude for the principles of international law, and blundered into illegality by some unhappy accident? Their folly was of a different kind, and flowed from a different source. They knew quite well that when Captain Fryatt's gallantry saved his ship, the Germans had sunk without warning 22 British merchant ships, and had attempted to sink many others. They knew that in refusing tamely to submit himself to such a fate he was doing his duty as a man of courage and of honour. They were resolved at all costs to discourage imitation"!

On Sunday, August 6th, one of the largest demonstrations which had ever gathered in the historic Trafalgar Square in London, met to protest against this latest crime. It represented the great body of the working people of England. A letter from Mrs. Fryatt

was read, in which the bereaved widow said :

“ I feel deeply this sympathy extended by my fellow-countrymen in my sad bereavement. It is a great consolation to think that the British Empire Union are determined that the perpetrators of this foul crime on my dear husband should be punished.”

Amid great enthusiasm a resolution was carried, condemning the murder and the murderers.

The world was shocked, and perhaps amazed ; amazed, not that German brutality could do such a deed, but that German folly could have learned so little from the death of Edith Cavell. As the tidings of her death spread through the cities and farms of England, men rose to avenge her ; and these men are gloriously winning ridge after ridge on the heights of the Somme. By shooting Captain Fryatt, the Germans thought, no doubt, that they would win ill-deserved

security for their submarines. This at least the "Cologne Gazette" tells us :

"We have before all things to procure the requisite respect for our U-boats, for the life and security of our gallant, self-sacrificing bluejackets are of incomparably greater importance to us than the life of a criminal Englishman, which is in any case justly forfeit."

But if the Germans hope by such means to deter British merchant captains, they have blundered. "Small is their knowledge of our merchant seamen," writes the First Lord of the British Admiralty, whose "trade, indeed, is not war—they live by the arts of peace. But in no class does patriotism burn with a purer flame, or show itself in deeds of higher courage and self devotion. I doubt whether there is one of them to be found who is not resolved to defend himself to the last against piratical attack, but if such a one there be, depend upon it he will be cured by the last exhibition of German civilisation."

During the present war, British commerce has passed without interruption to the ports of Holland and Scandinavia, and the death of Captain Fryatt stirs our hearts to pay the debt of gratitude which we owe to those brave men who command and man our merchant ships and trawlers. They will face to the end mines and bombs and submarines, and all the maritime lawlessness of Germany. They will "carry on."

Germany has murdered Captain Fryatt. Thus is one more crime added to the long list which Germany and her allies have perpetrated in the name of their civilisation. Belgium, Louvain, the "Lusitania" and the "Sussex," Poland and Armenia, Serbia and Montenegro, piracy at sea, murder from the air, and lust and destruction on land; these are a few counts in the indictment. Edith Cavell died for too much human kindness under a brutal and callous régime. Even to-day the pulse of the world is throbbing at the revelation of new horrors done in the occupied towns of France.



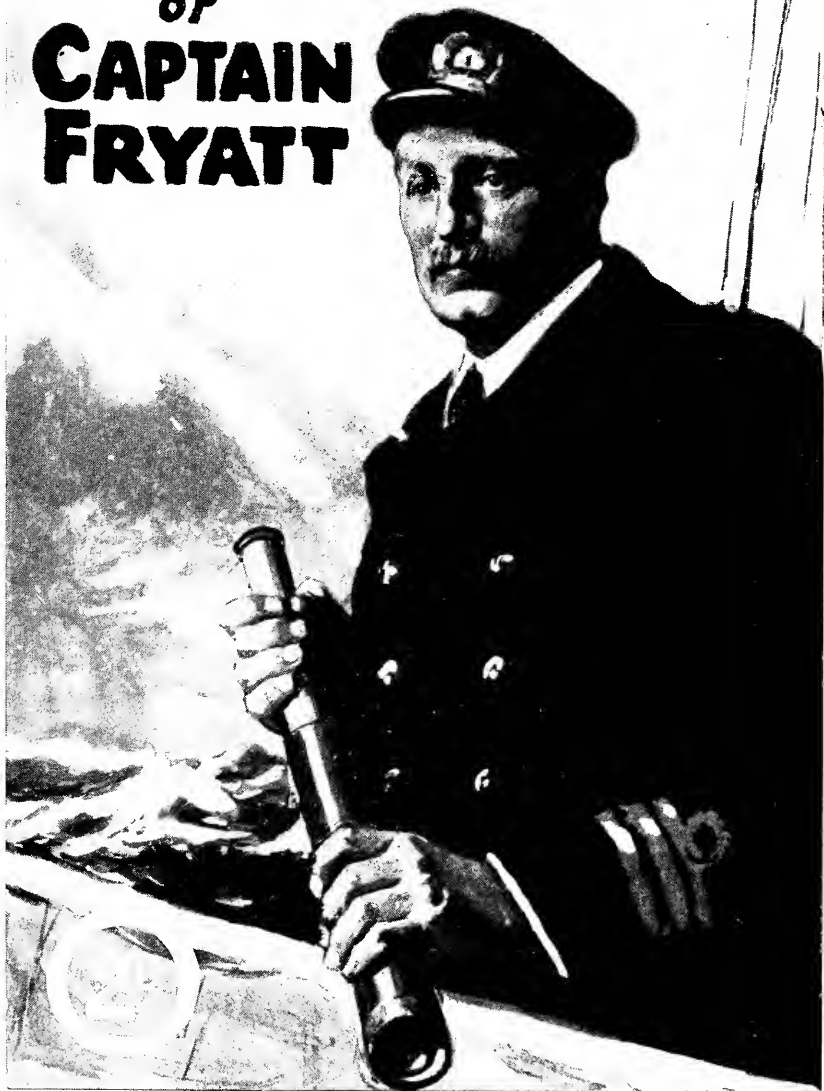
Now that defeat is upon her, Germany will do more desperate deeds of cruelty ; but the end, soon or late, will come. And the Prime Minister of England has rightly said :

**“When we come to the end of this war—which please God we may—we shall not forget, and we ought not to forget, this horrible record of calculated cruelty and crime.”**





# The **MURDER** *of* **CAPTAIN FRYATT**



HODDER & STOUGHTON,  
London. New York. Toronto.