

ILLUSTRATED MEMORIAL OF THE
EAST COAST RAIDS
BY THE GERMAN NAVY AND AIRSHIPS

Including authentic List of Persons
Killed; showing representative pictures
of the damage wrought in the various
districts; together with an introduction
by Harold Hood, F.R.P.S.

Photographs by Dr. H. G. Drake-Brockman, F.R.P.S., Frank Sutcliffe, and others.

MIDDLESBROUGH:
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THIRD EDITION—ENLARGED.



WEDNESDAY, December 16th, 1914, is a day not likely to be forgotten by Britons the world over. On that day England suffered the first serious attack on her shores for centuries. All thinking people expected that an attack by German warships was within the bounds of possibility; yet its unwarned suddenness made the fact of this cruel and useless naval raid difficult to realise.

Our faith in our navy was so profound that some of us were willing to give credit for a sort of omnipresence of our strong ships at all parts of the North Sea where the enemy might be tempted to attack. But the North Sea is a vast tract of water, small though it may relatively seem on the map; and even if the biggest Navy the world has ever seen contained ships sufficient to mass a powerful cordon, or squadrons of capital ships at brief intervals, round all our coasts, that formation would constitute the stupidest strategy imaginable. Even the dullest foe, in dead of night, with such a vast permanent target, could get some of its shots home, and it is not good warfare to adopt the sort of strategy, however picturesque and reassuring it might seem to the lay mind, which would just suit your enemy's conditions.

Therefore, the strongest units of our fleet keep their whereabouts unknown to the enemy and away from the sneaking danger of the submarine, and so you find possible this sudden attack on Scarborough, Whitby, and the Hartlepoons, and may logically expect other similar attacks on other towns in the future, when the coast seems clear to the enemy.

THE ACTUAL BOMBARDMENT. The personal impressions of the writer, residing within 20 miles of the Hartlepoons, probably represent those of others in the district:—

BOO—M! *What's that?* We look at each other across the breakfast table, and one notices the time is 8-7.

A brief pause and then another *boom!*—followed quickly by others, each ending with a noise like the terminating crash of a thunderclap. We guessed it to be the Germans at last, and (we live in the country) sent our son to the signal cabin near the station—source of all news, official and very unofficial. A breathless message—the Brotton signalman telegraphs he can see a sea fight off Saltburn.

In the meantime the more than thunderous crashings were simply terrible, even at that distance, and shook the house to its foundations for a full thirty-five minutes. Yet imagine the fiendish effect of noise and destruction and death to the innocent and helpless people in the Hartlepoons, Whitby and Scarborough!

A LITTLE RETRIBUTION So satisfied were our enemies with the "success" of the former naval raid that they determined to repeat their massacre of innocents on a more comprehensive scale. Therefore, on Sunday morning, January 24th, there sailed out from the Kiel Canal district the German battle-cruisers Derfflinger, Moltke, Seydlitz and Blucher, with six light cruisers and many destroyers.

We shall perhaps never know the objective and intentions of this particular raiding squadron, but may safely conjecture it was of similar intent to the first raid, but with perhaps a more ambitious programme added in the way of blast-furnace smashing, shipyard wrecking and industrial havoc wrought wherever opportunity presented.

But in this case though the Germans proposed, the British Navy disposed very much otherwise. A squadron consisting of H.M. battle-cruisers Lion, Tiger, Princess Royal, New Zealand, and Indomitable engaged the German ships about 40 to 50 miles off the Yorkshire coast, and they immediately "made for home at high speed," but Admiral Beatty forced a running action, sinking the Blucher and seriously damaging two other battle-cruisers. We lost no ship and had surprisingly few casualties.

Two of the German battleships were the very ones which battered our coast towns on the former occasion,—but you see they hadn't infants to deal with, this time!

THE AERIAL
OUTRAGE.

The first of the airship raids, long threatened by fulminating German journals, took place on Tuesday night, Jan. 19th, 1915, when several towns on the east and north coasts of Norfolk were attacked from above by aircraft. From the very large size and power of some of the bombs found, no other conclusion could be arrived at than that at least one Zeppelin was used in this ruthless and useless attack. One of the large pear-shaped bombs, found intact, weighed nearly 1 cwt.; and the illustrations in the following pages relative to the damage done in the Yarmouth district are typical of the enormous violence of the explosives used in these bombs.

Four victims fell as the inglorious result of these instruments of "frightfulness"—two at Yarmouth and two at Kings Lynn; and though there were no babies included this time, that unfortunate omission did not prevent the crowds of the Berlin ladies and gentlemen "going mad with glee." Besides the loss of these four persons (one of whom a working shoemaker and another an old lady of 72), the only other results were the damaging of really an astonishingly small amount of private property; and an amazing amount of anger and resentment not only in England and the Colonies, but throughout all neutral countries.

THE
MOTIVE

And all to what purpose are these precious lives sacrificed? In no military sense can such raids benefit our unchivalrous enemies. In warfare between civilised nations, certain definite restrictions are imposed on belligerents by the Hague Convention against these very things which the German battle-cruisers and airships have perpetrated. Such cruel and senseless operations could only have been ordered by the leaders of a nation which had temporarily gone mad. Either that, or this bombardment

of helpless towns is a definite and consistent part of the officially proclaimed policy of frightfulness by German professors as well as their commanders. My conviction is that both views are correct—that so much have the atrocious teachings, of the type expounded at their frankest and worst by Bernhardt, impregnated the German nation, that, as a result of the persistence of those distorted teachings, they are in fact suffering from a blinded megalomania—a war madness in very truth. But you can take comfort in the old pagan proverb—"Whom the gods destroy they first make mad."

A STIMULUS
TO VENGEANCE

The effect on our fighting forces of all this murder and useless destruction has been just precisely the same as that of the massacre of the Well of Cawnpore—it puts greater fierceness and determination to avenge into our soldiers and sailors. We shall not retaliate by similar cruelties, but all these things shall be saved up along with that gruesome volume of German misdeeds in Belgium, for the day of reckoning that will surely come, and the uttermost measure of punishment exacted. All these things *must not be forgotten*—they are in principle not one jot different from the atrocities of the red Indian of a century ago, because they are in no sense military necessities. And there is the danger, as with all those unspeakable Belgian horrors, that time may soften our now acute impression of the sufferings and griefs of the killed and the maimed and of those to whom they are dear.

THE RECKONING
FOR THIS.

It is for this that we have called this brochure "A Memorial." We want those in authority to Remember Scarborough! Remember Whitby! Remember the Hartlepoons! Remember Yarmouth and Kings Lynn!—and to mete out punishment for this and similar agreement-breaking ruthlessness, such a punishment as will teach the world that these things may not be done with impunity, and that stern justice will be measured out at last.

HAROLD HOOD.

Names of persons killed in the Naval and Airship Raids.

HARTLEPOOL.	AGE	Hartlepool—continued.	AGE	West Hartlepool—continued.	AGE
Corporal Liddle, 18th Batt Durham L.I. ...		Ivy Williams, Beaconsfield Square ...	31	Joseph Oliver, 6 Carlisle Place ...	46
Lce.-Corpl. Clark, do. ...		Mary E. Watson, 164 Hart Road ...	40	William Peart, 30 Turnbull Street ...	5
Pte. T. Jones, do. ...		Amy Watt, Marine Crescent ...	22	Charles Peart, do. ...	2
Pte. L. Turner, do. ...		Samuel N. Woods, 18 Lumley Street ...	19	Thomas Phillips, 2 Leeds Street ...	16
Pte. W. Rogers, do. ...		John M. Whitecross, 30 William Street ...	8	Hannah Raybould, 37 Darlington Terrace ...	39
Pte. T. Minks, do. ...		Peter Whitecross, do. ...	6	Charles L. C. Ramsay, 24 Osborne Road ...	41
Gunner Houston, Durham R.G.A. ...		Freda Wainwright, 10 Henry Street... ..	19	John Staunch, 44 Alliance Street ...	41
Gunner Spence, do. ...		William Wright, 5 Crooks Street. ...	51	Jane Stoker, cook with Mr. W. Ropner, "Ambleside" ...	41
Sapper Little, Durham R. Engineers ...		Bertie Young, 7 Princes St., Middleton, H'pool ...	13	Stanley Simmons, Ballincolly, Ireland ...	5
William G. Avery, 4 Victoria Place ...	49	<i>Number of deaths 60</i>		Matthew Skelton, 82 Balmoral Terrace ...	54
Annie Allen, 14 Victoria Place ...	25	WEST HARTLEPOOL.		Thomasina Scarr, 1 Richardson Street ...	44
Edwin Ashcroft, 44 Malton Street ...	29	Hannah Arnold, 48 Gas Street ...	33	William Sarginson, 67 Beechwood Road ...	22
Cuthbert Backham, 5 Church Street ...	42	Robert Lumley Ambrose, 65 Everard Street ...	33	Albert Walker, 14 Turnbull Street ...	9
Samuel Binns, 21 Ramsey Street, W. H'pool ...	68	Charles Abraham, 4 Fawcett Street... ..	38	Stanley Walker, do. ...	6
James Bunter, 13 Commercial Street, Middleton, H'pool ...	32	Robert Alfred Allen, 52 Crimdon Street ...	10	Bewick Wheelwright, 15 South Street ...	14
Charles Cornforth, 3 Lilly Street ...	63	William Asquith, 22 Town Wall, H'pool ...	51	Josiah Woods, 6 Harbour Terrace ...	36
Polly Cornforth, do. ...	23	Henry Stephen Bell, 31 Belk Street ...	8	Martha Jane Woods, 6 Harbour Terrace ...	6
Jane Ann Cornforth, do. ...	17	Robert Burgon, Mill Street ...	38	<i>Number of deaths 59</i>	
Wm. H. Churcher, 29 Clarendon Rd., W. H'pool ...	26	Margaret Branner, 53 Belk Street ...	60	SCARBOROUGH.	
Thomas Cox, 2 Durham Street ...	26	Wilfred Cook, 40 Turnbull Street ...	8	Mr. Alfred Beal 50 Raleigh Street ...	41
Albert E. Cressy, 48 Turnbull St., W. H'pool ...	29	Harold Cook, do. ...	10	Mrs. Johanna Bennett, 2 Wykeham Street ...	58
James Cook, 28 Rokeyb Street ...	37	Edward Cooper, 6 Exeter Street ...	16	Mr. Albert F. Bennett, 2 Wykeham Street ...	22
John Clarke, 5 Kinburn Street ...	54	Dorothy Caws, 57 Grosvenor Street ...	25	George James Barnes, 2 Wykeham Street ...	5
William Chapple, 18 Slake Terrace, Middleton, H'pool ...	15	Nicholas Capeling, 4 Darlington Street, H'pool ...	25	Miss Margaret Briggs, "Dunollie," Filey Road ...	30
George Dring, 88 Elliott Street, W. H'pool ...	47	Bridget Corner, 4 Dock Street ...	39	Miss Edith Crosby, 1 Belvedere Road ...	39
Albert Dixon, do. ...	7	Alfred Camille Benard Claude, 13 Gordon Street ...	12	Miss Ada Crow, 124 Falsgrave Road ...	28
Margaret E. Dixon, do. ...	8	Annie Corner, 1 Dock Street ...	37	Mrs. Alice Duffield, 38 Esplanade. ...	56
John Evans, 30 Charlotte Street, W. H'pool ...	32	Catherine Frankland, 3 Leeds Street ...	4	Mr. Leonard Duffell, 18 Londesborough Road ...	47
John Wm. Crane, 19 Wood Street ...	15	William Gray, S.S. "Munificent," Blyth ...	23	Mr. Harry Frith, 1 Bedford Street ...	45
Ethel May Giepel, 16 Cliff Terrace ...	35	Mary Ann Harrison, 20 Turnbull Street ...	60	George Harland Taylor, North Street ...	15
Etta Harris, 1 South Crescent ...	30	Joseph Henderson, 45 Tarnbull Street ...	47	Mr. Henry Harland, 8 Belle Vue Street ...	30
Elizabeth A. Harper, 4 Moor Terrace ...	49	Sarah Ann Harrison Wilkinson, 24 Dene Street ...	12	Mr. John Hall, J.P., C.C., 28 Westbourne Park ...	65
Selena Herbert, 5 William Street ...	3	Thomas Heslop, 49 Perth Street ...	7	Mrs. Emily Lois Merryweather, 43 Prospect Rd. ...	30
Jessie Hamilton, 50 Malton Street ...	21	Thomas Higham, 9 Henry Street, H'pool ...	11	Miss Bertha McIntyre, 22 Westbourne Park ...	42
Charles W. Hudson, 43 Mary Street... ..	21	Samuel Hall Hunter, 1 Alexandra Terrace ...	16	Mrs. Mary Prew, 17 Belle Vue Street ...	65
John Healey, Hart Street ...	63	Margaret Ann Hunter, 11 Bridge Street ...	47	John Shield Ryalls, 22 Westbourne Park ...	14 months
John Hodgson, 26 Stephenson Street ...	62	Margaret Heningham, 18 Dock Street ...	8	John Christopher Ward, 2 Wykeham Street ...	10
Annie M. Kay, "Rocksides," Cliff Terrace ...	34	Hilda Horsley, 9 Wood Street ...	17	<i>Number of deaths 18</i>	
Florence J. Kay, do. ...	32	William Hodgson, 9 Water Street ...	43	WHITBY.	
John S. Leighton, 16 Clifton Street ...	56	Matthew Hasting Swales, 21 Croft Terrace ...	36	Frederick Randall, R.N. ...	30
Clementina Lee, 5 Victoria Place ...	25	Sarah Hodgson, 32 Thirlmere Street ...	56	William Edward Tunmore... ..	61
Christopher Measor, Well's Yard ...	10	Edith Jackson, 49 South Street ...	39	Mrs. Winefride Miller, Spring Hill Terrace
Catherine Marshall, 41 Mary Street ...	86	Joseph Jacobs, 24 Belk Street ...	13	YARMOUTH.	
James Wm. Pearson, Mayville House, Robin Hood's Bay ...	26	Sarah Jobling, 22 South Street ...	6	Samuel Smith ...	50
Margaret A. Redshaw, 51 Watson Street ...	47	Hannah, Jobling, do. ...	4	Miss Martha Taylor ...	72
Stanley Stewart, 20 William Street ...	6	James Lyneth, 11 Staindrop Street ...	42	KINGS LYNN.	
Alice Stringer, 10 William Street ...	12	Benjamin Lofthouse, 25 Belk Street ...	7 months	Mrs. Gazeley
Daniel Sullivan, Brown Street, W. H'pool ...	47	John McGuire, 58 Cameron Road ...	15	Percy Goate ...	14
Richard Theaker, 63 Turnbull Street, W. H'pool ...	23	Julia Moon, 11 Dover Street ...	68	<i>TOTAL NUMBER OF DEATHS 144</i>	
Frank Unthank, 24 Wood Street ...	14	Thomas Mossom, St. John Street ...	55		
		Eleanor Necy, 2 Pilot Street, H'pool ...	6 months		
		Rose Owen, 1a Pilot Street ...	43		
		May Ellen Owen, 1a Pilot Street ...	17		

February 13th, 1915.

The black figures show the ages of the CHILDREN killed.



EFFECT OF FIRST SHOT FIRED AT THE HARTLEPOOLS

The house, near the Lighthouse, in which the Misses Kay were killed. Two doors further off, Miss Giepel was also killed



A house in Victoria Place, Hartlepool

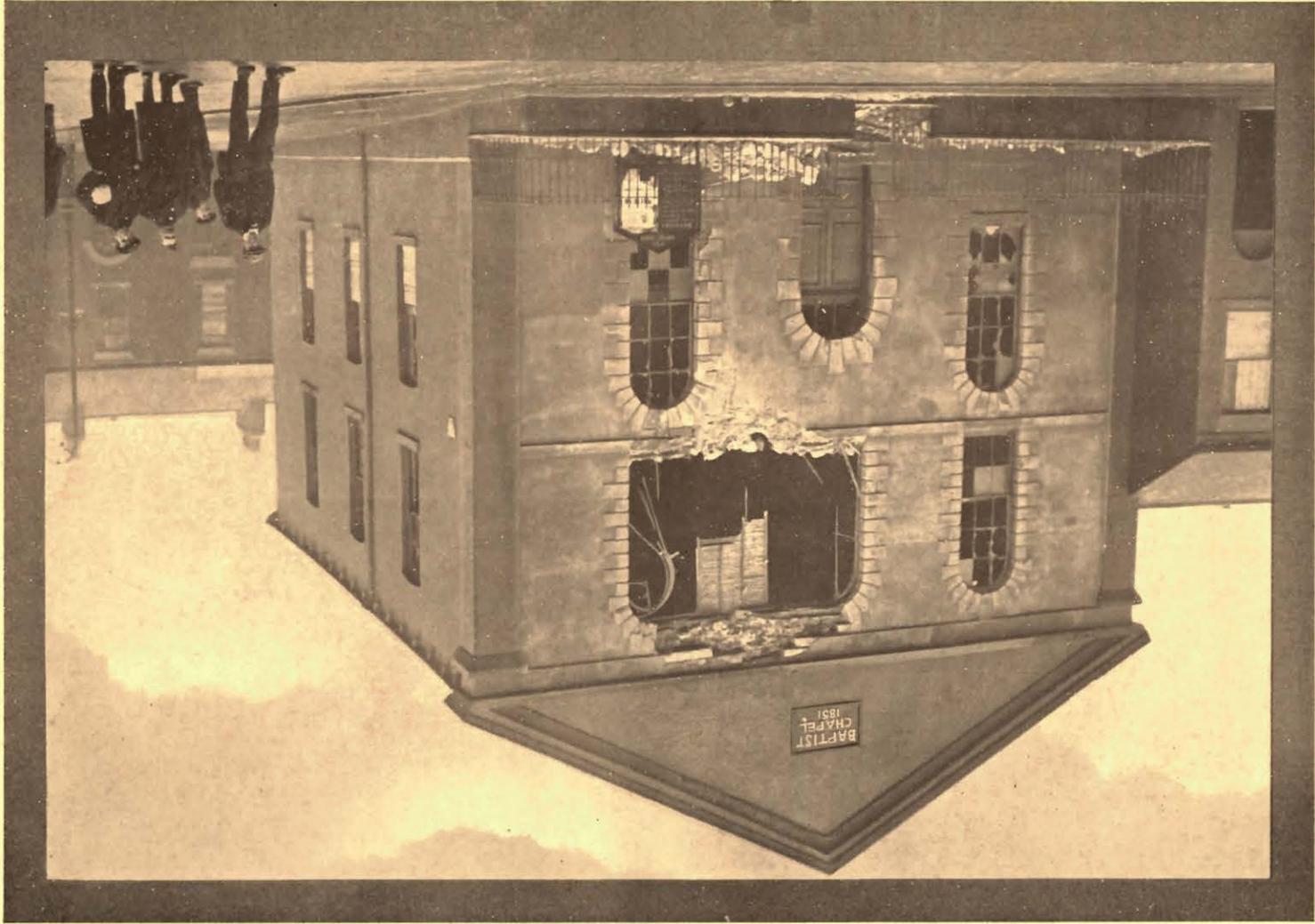


A ruined corner in Dock Street, Old Town, West Hartlepool.



The Baptist Chapel, Hartlepool.—This is where the shell left, but it will be seen on the opposite page that it did greater damage on entering

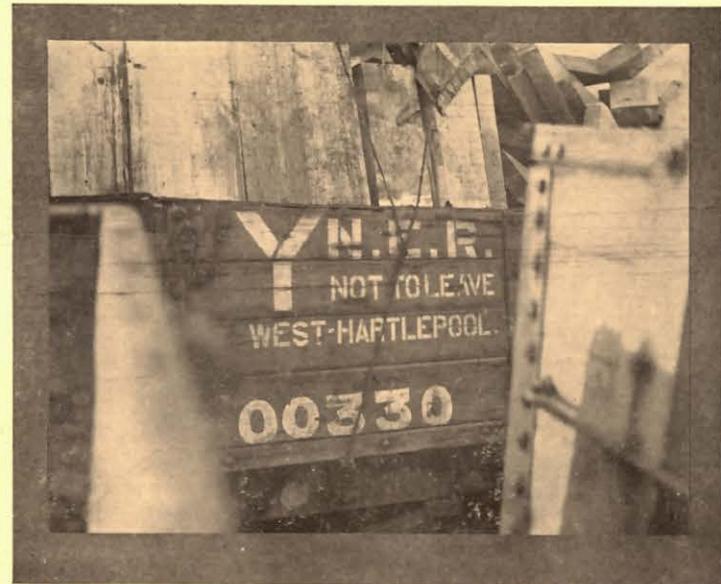
The Baptist Chapel, Hartlepool. The shell entered from this side, came out at the back, and passed through a house in the rear.





(A) House in Moor Terrace, Hartlepool

(B) This is the same house as (A) Moor Terrace showing that the same shell has blown the rear of the building to pieces. Note the bedstead



Damaged and derailed truck—Note the grim humour of the order

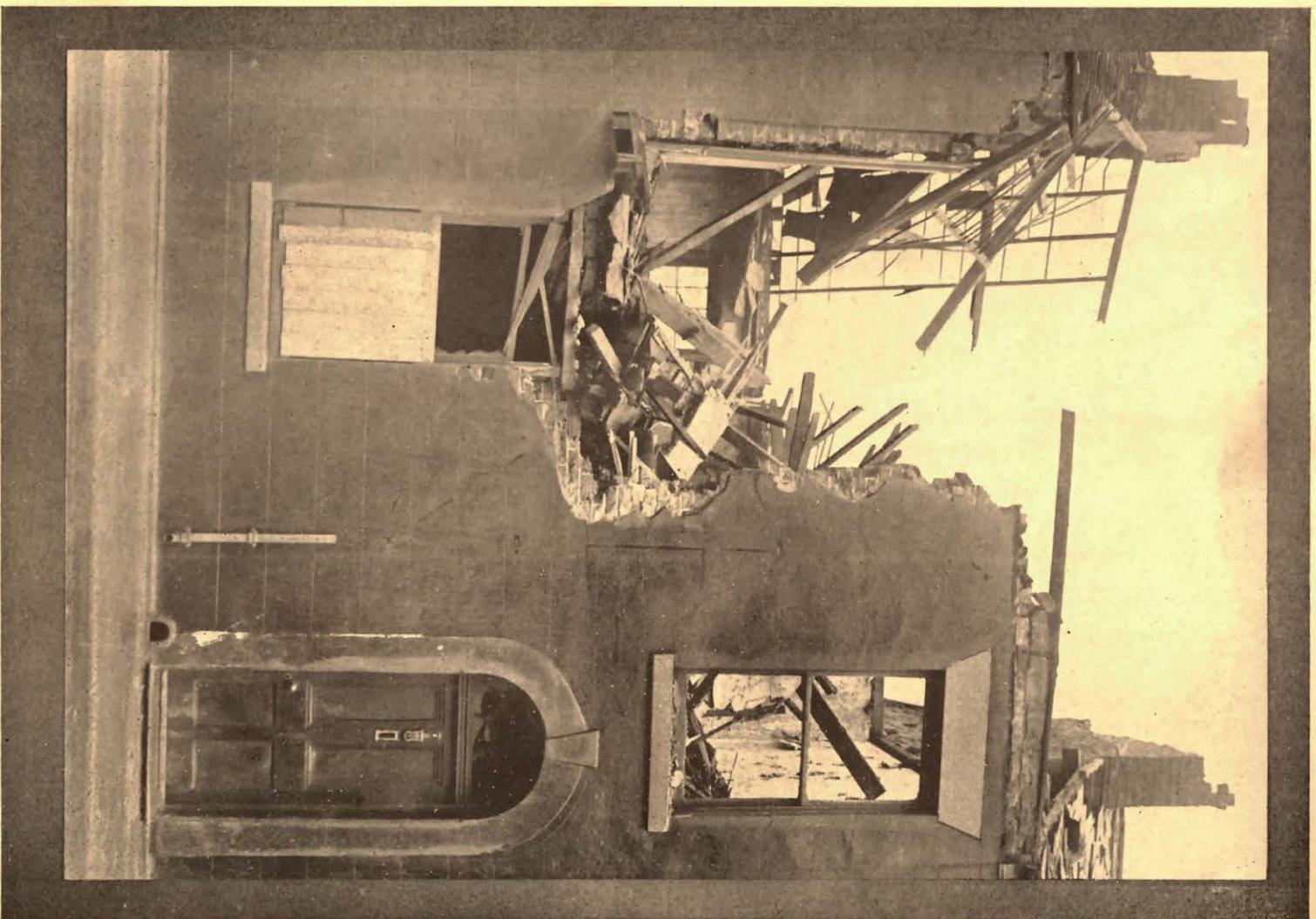


Moor Terrace, Hartlepool. The damage beyond the barricade is equally severe.





This shows the tremendous havoc done to houses in Central Estate, Hartlepool



The house of Adjutant Avery of the Salvation Army.
He was killed instantly.

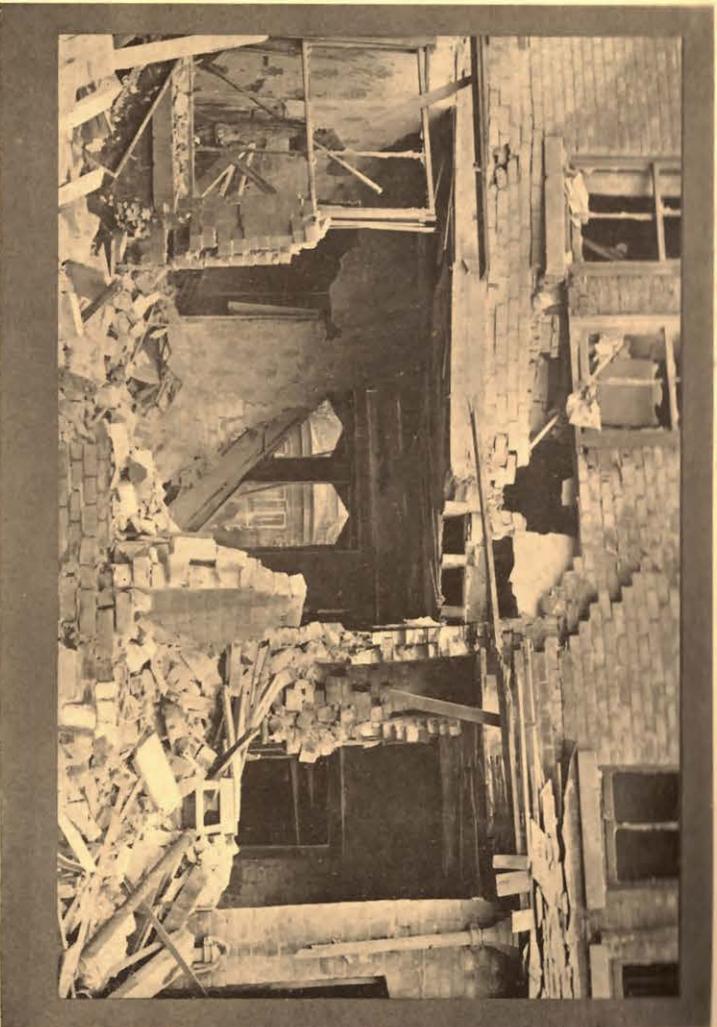


A TRAGIC CORNER (Dene Street, West Hartlepool).

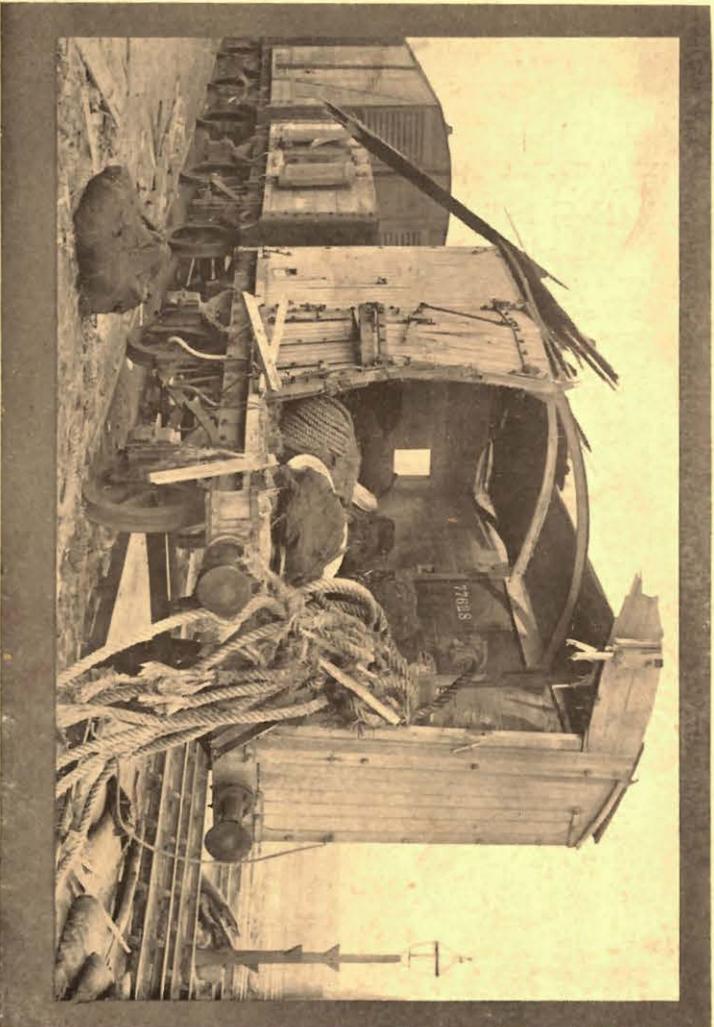
Let this serve as a terrible warning to curious watchers *not to congregate in close groups*; at this point many people were massed together watching the German ships, and **Ten Persons** were killed. "Open order" is as important during a bombardment as in the firing line.



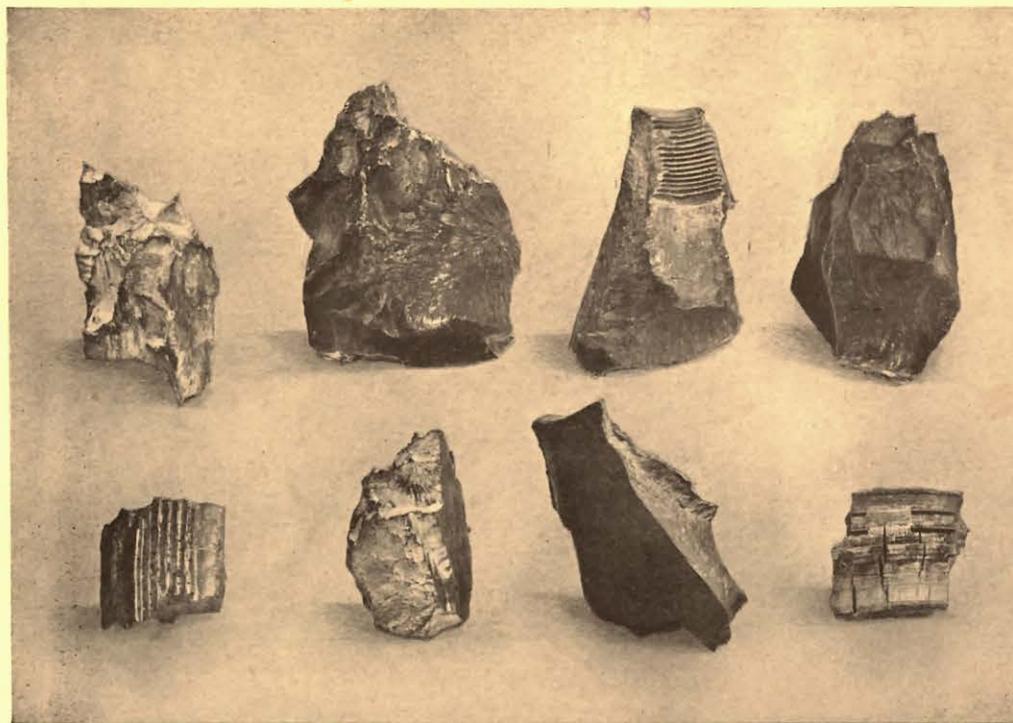
The 6-inch German shell which "landed" in the Scarborough Workhouse, Dean Rd. It weighed 86 lbs. minus cap, charge and fuse, and was 20½ inches in height.



Rugby Terrace, West Hartlepool, showing terrible effects of modern shell-fire.



Truck damaged by shell fire at West Hartlepool.



CHARACTERISTIC FRAGMENTS OF SHELLS picked up after the attacks on Scarborough, Whitby, and the Hartlepoons. One can have little conception of the terrible nature of these until they are handled. They bristle all over with horrible points and edges, some as keen as a razor, and merely to throw one at a person would be to kill.

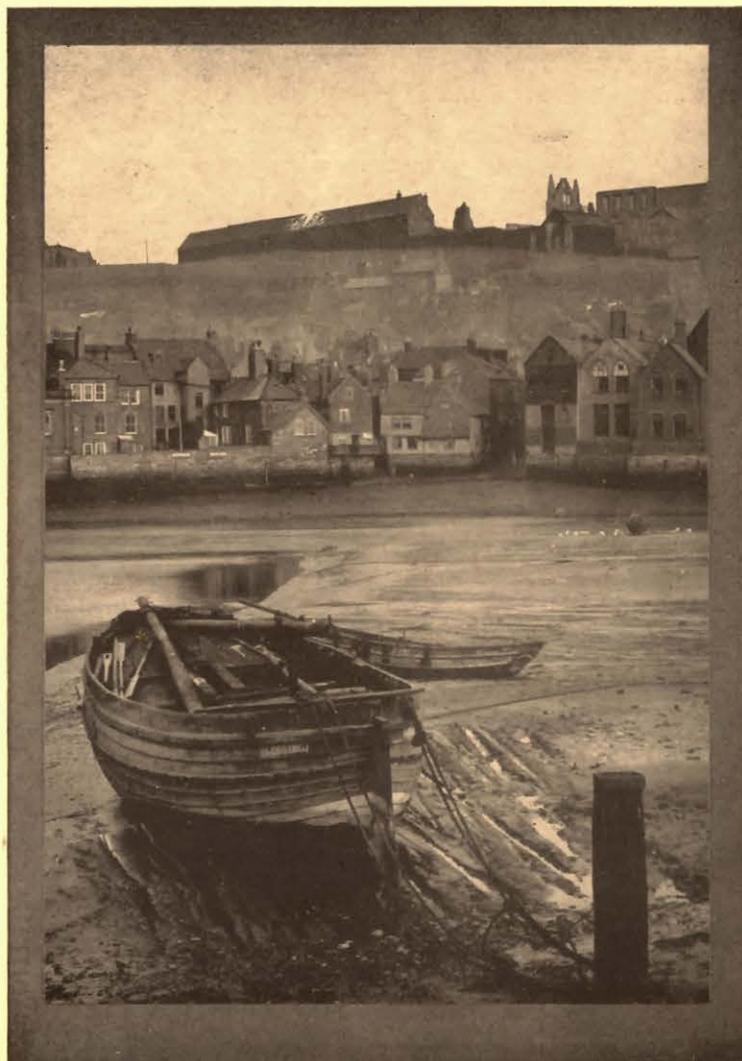
WHITBY.

IT has been customary for many important journals outside the district to speak of the bombardment of Whitby as one trivial in effect, and as though the German vessels just casually dropped in two or three shells in passing. Yet the facts and material evidence are much to the contrary. It is definitely established that the vessels stayed at least 12 minutes, and poured in a hurricane of shells, estimated variously, but by some credible witnesses and hearers as "about 200." Terrible damage was done to Esk Terrace, to those parts of the town in the rear of the station, and to the Meadowfield Hall School. Apart from the precious lives lost, the most lament-

able damage was that to the ancient and lovely Abbey of St. Hilda, the pride and chief glory of Whitby; and destruction and terror were spread over an extraordinary area, some shells carrying up to Ruswarp and Sleights. The inhabitants of incomparable Whitby would have much preferred being left in peace altogether; but when your district has been attacked and shattered and terrorised, you naturally don't want your terrible experiences minimised afterwards. Lack of space prevents my inserting more evidence of Whitby's damage; there is, alas, plenty of it, and our few illustrations must be taken as merely representative of actually a great deal more material destruction, though happily the total damage was less than that at Scarborough.



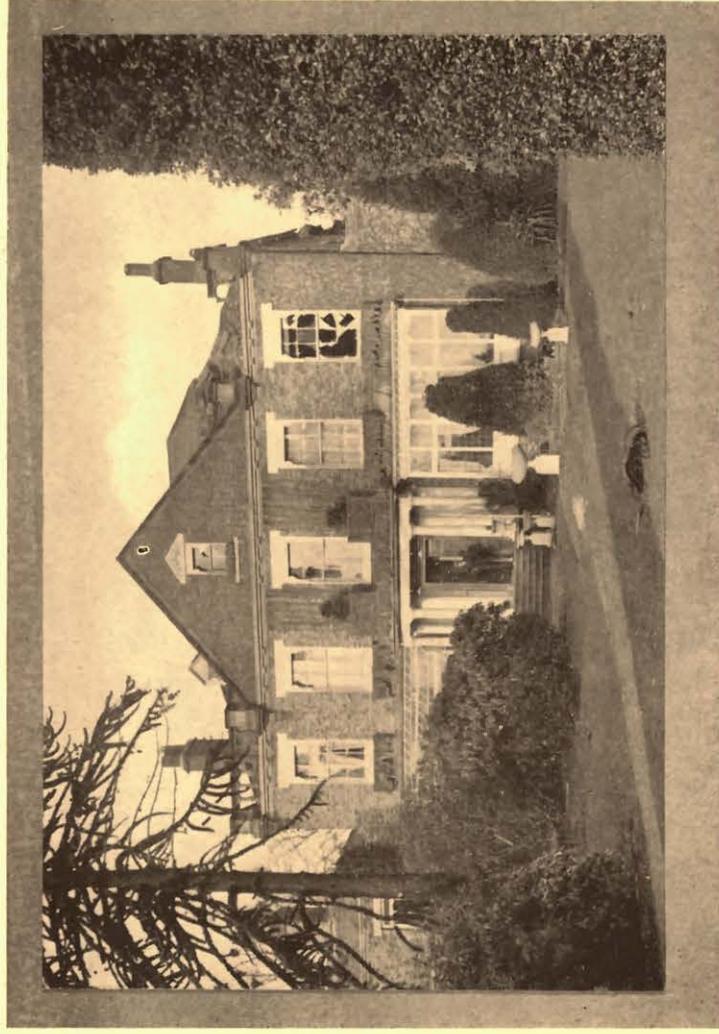
WHITBY.—Dr. Raw's House.



WHITBY.—The most dominant evidence of the bombardment is the great hole right in the centre of the roof of the famous "Tithe Barn," shown here across the harbour at the top of the picture.



WHITBY ABBEY Entrance Lodge.



WHITBY.—Meadowfield Hall Boys' School. This was struck by no less than 19 German shells.

WHITBY.—Meadowfield Hall Boys' School. Destruction by German shell in one of the bedrooms



WHITBY.—Meadowfield Hall: The same bedroom from the outside.





WHITBY ABBEY.—The destroyed arch of the west doorway, after bombardment, Dec. 19th, 1914.

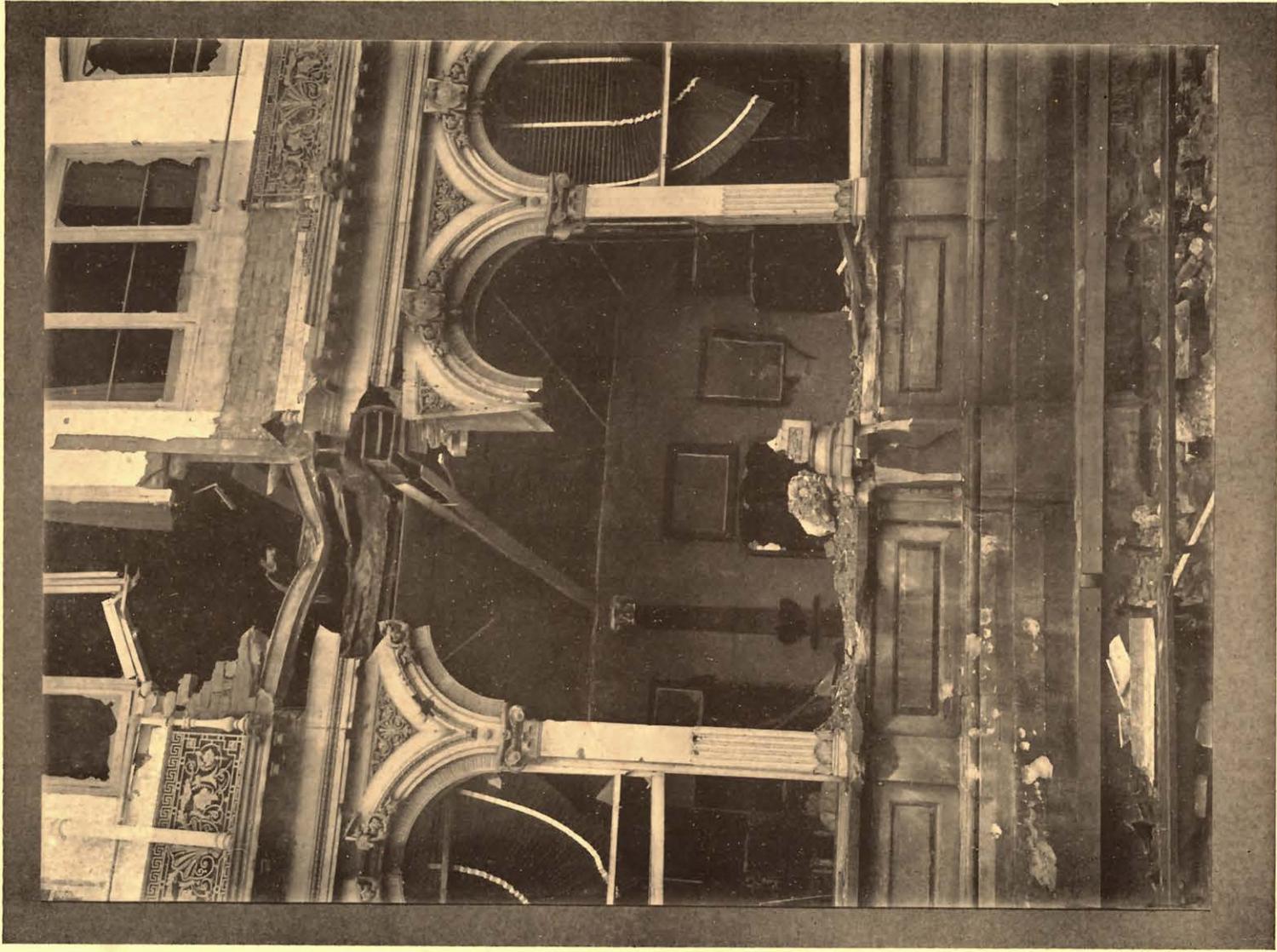


WHITBY ABBEY.—West doorway, showing the serious fall of ornamental facing stones which occurred 10 days after the bombardment.



WHITBY ABBEY.—This is how the western doorway arch appeared before the German bombardment. (St. Mary's Church through the arch).

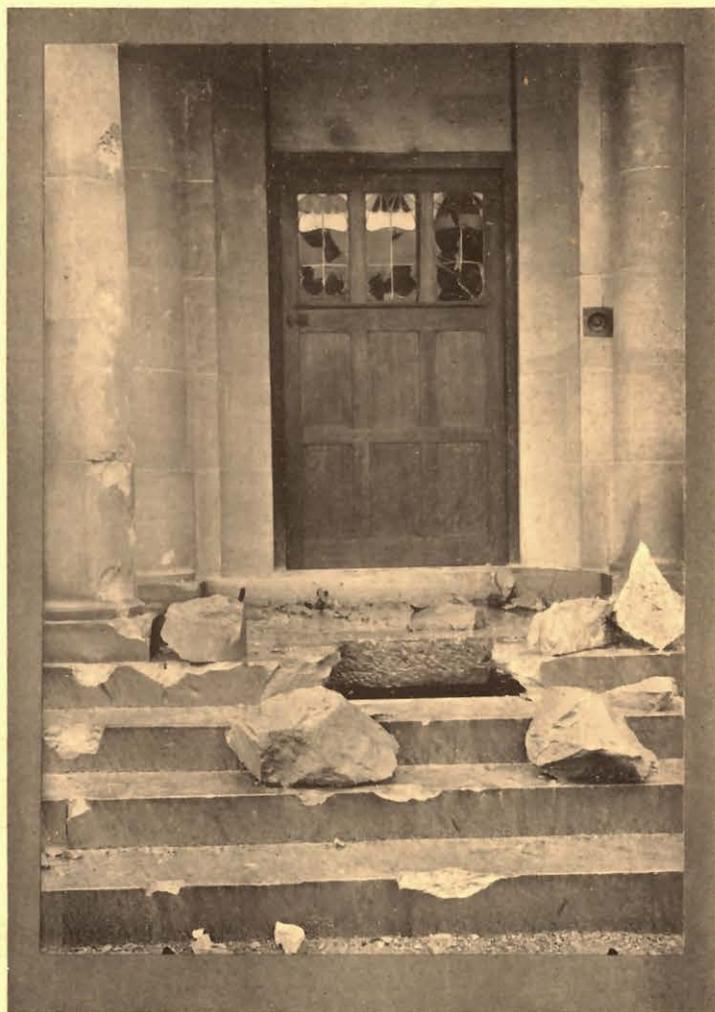
of ornamental facing stones



SCARBOROUGH.—The Grand Hotel Restaurant on Foreshore.



SCARBOROUGH.—House in Lonsdale Road, South Cliff.



SCARBOROUGH.—Front door, "Dunollie," South Cliff, where the maid and postman were killed.



SCARBOROUGH.—Barracks on Castle Hill destroyed by shell. The soldiers shown are those who were actually defending during the bombardment.



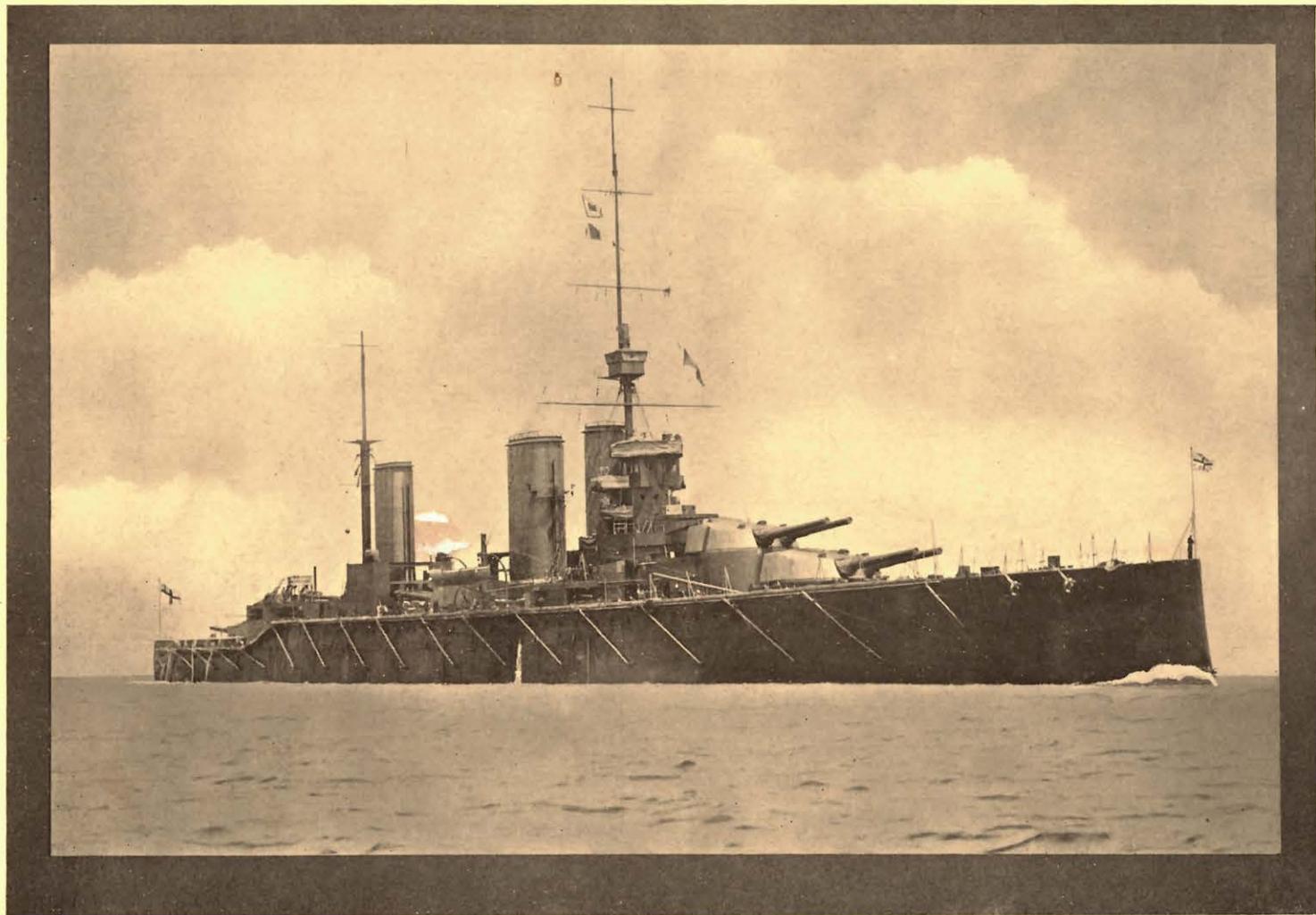
SCARBOROUGH.—Wreck of the Olympia Picture Hall.



SCARBOROUGH.—The Wykeham Street house where four persons were killed.



SCARBOROUGH—All Saints' Church, Falsgrave. The large west window was completely destroyed.



H.M. Battle-Cruiser "LION."

Flagship of Admiral Beatty in the victory over the German "Raider" fleet, on Sunday, 24th January, 1915. 30,000 tons; 1,000 officers and men; eight 13.5-in. guns; 32 knots on trial; completed 1912 at a cost of £2,000,000.



German Armoured Cruiser "BLUCHER."

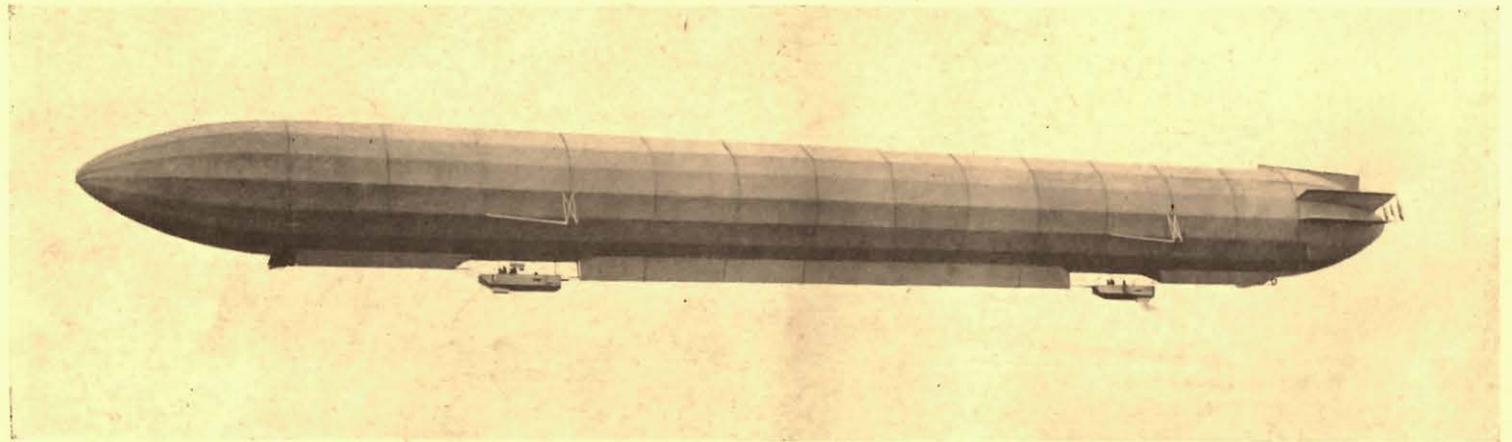
Sunk in the North Sea by the British fleet on the attempted German naval raid, Sunday 24th January, 1915. Completed 1909; 15,550 tons; 527 feet long; twelve 8.2 guns, eight 5.9; sixteen 21 pounder; four torpedo tubes; 888 men.

THE "ZEPPELIN" AIRSHIP.

NO machinery of warfare, no big gun, no big ship—no other weapon seems to have appealed so much to the German imagination as the rigid airships devised by Count Zeppelin and now called universally by his name. It was of "Zeppelins" that one of those German professors, whose fiendish and horribly distorted views we have gaped at but become familiar

enemy, with military advantages considerably less than nil. It may comfort nervous persons to know that there is twenty times the danger of death from the crossing of Piccadilly Circus than from Zeppelin bombs.

These airships are of vast dimensions, from 500 to 600 feet long and about 40 feet diameter, and require an



with, spoke when he said, "We Germans will rejoice and chortle with glee when our airships rain down bombs of death and destruction upon London."

Yet the truth is that the history of the Zeppelin is one of singular misfortune and ineffectiveness. Accident has succeeded accident, involving destruction of airships; and their results as engines of war have clearly proved to be hopelessly incommensurate with the attention and cost devoted to their manufacture, and the extravagant laudation showered on their designer by all ranks of the enemy from the Kaiser downwards.

Even the Yarmouth raid to which I refer in the Introduction, despite the purely local damage and quite temporary fear produced, showed results perfectly ridiculous in comparison with the cost and risk to the

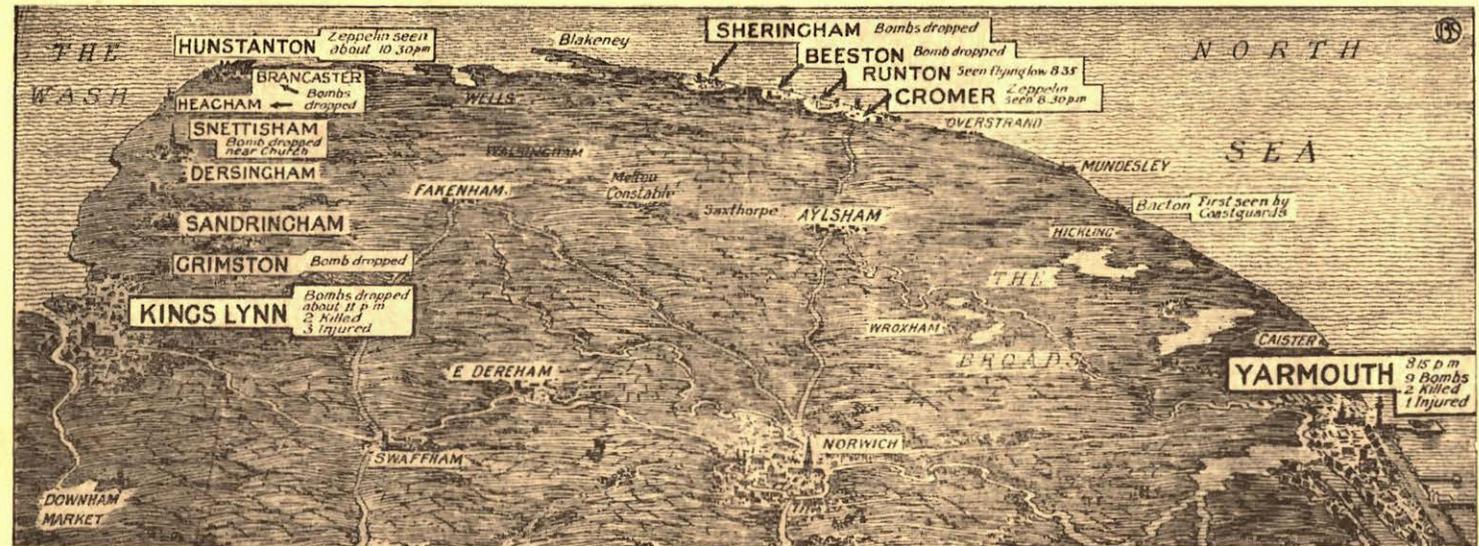
enormous volume of hydrogen. Their weight is from 20 tons upwards, and the larger ones will carry as many as 40 men, though, when loaded up with many of the larger bombs a smaller crew must ascend. They have a strong aluminium framework divided into many compartments, within each of which an ordinary spherical balloon is inflated. The outer envelope is of rubberised silk and is stretched over the ribs which are seen projecting in parallel lines along the length of the "ship."

It has been shown that in order to aim its bomb properly a Zeppelin must descend so low that its enormous bulk would make it an easy target; or must go to such an immense height that precise aim is out of question. It is interesting to note that in both recorded instances of the Zeppelin's action in naval fights it was easily driven off.



ZEPPELIN AIR RAID ON YARMOUTH, 19th January, 1915.
St. Peter's Villa, St. Peter's Plain, wrecked by bomb

THE TRACK OF THE GERMAN AIRSHIP RAIDERS

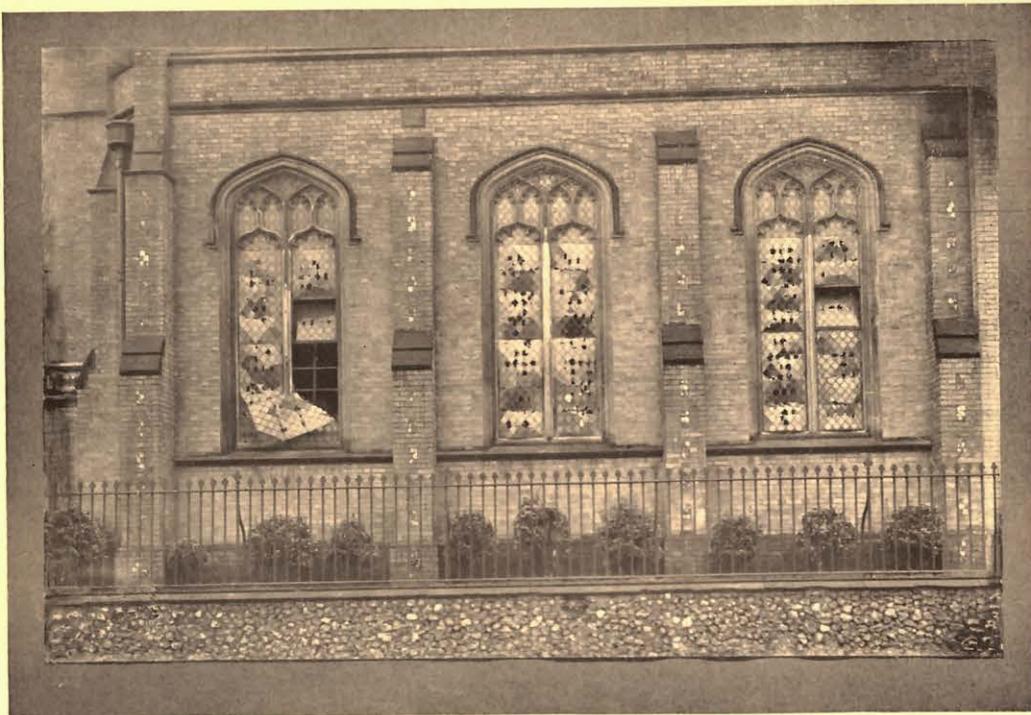


By courtesy of the "Weekly Dispatch."

THIS plan of Norfolk shows with good authority what did really happen on the night of Tuesday, January 19th, 1915. This will demonstrate that the Zeppelins began their attempt of "dropping bombs on babies' cribs" at Yarmouth at 8.15 p.m., and kept consistently to the coastline, ending up at Kings Lynn. The King's residence at Sandringham was obviously aimed at, but happily the bombs dropped wide of the mark. The people's affection for the King was never more pronounced than in these stirring days, and one can imagine the hurricane of indignation that would have swept the civilised world had his Majesty suffered in person or even materially.

Although the persistent reports, that spies in brilliantly lighted motor cars had assisted the airships by signals, were denied by the Home Secretary in Parliament on February 9th, yet Mr. H. Ingleby, M.P., in the "Times" of February 11th, declares his belief that the Germans were helped by such signals. He refers to eight credible witnesses who saw flashes from "Sixpenny Hole" and at Dersingham; and also to a "much respected farmer living above Snettisham Church," who saw flashes of light sent up from six different parts of the neighbourhood, and Mr. Ingleby mentions also several other witnesses' experiences.

Well, you never can tell; but in view of the great numbers of soldiers and armed watchers lining our coasts it would require prodigious courage to rush about the roads on the enemy's service in a conspicuously lighted car—and the tendency in even the valorous spy is for things sneaky and inconspicuous. So, on the whole, timid persons may take comfort in the view of the Home Secretary, since it is at least the more probable conclusion.



YARMOUTH AIRSHIP RAID, 19th Jan., 1915.—St. Peter's Church, North Side.



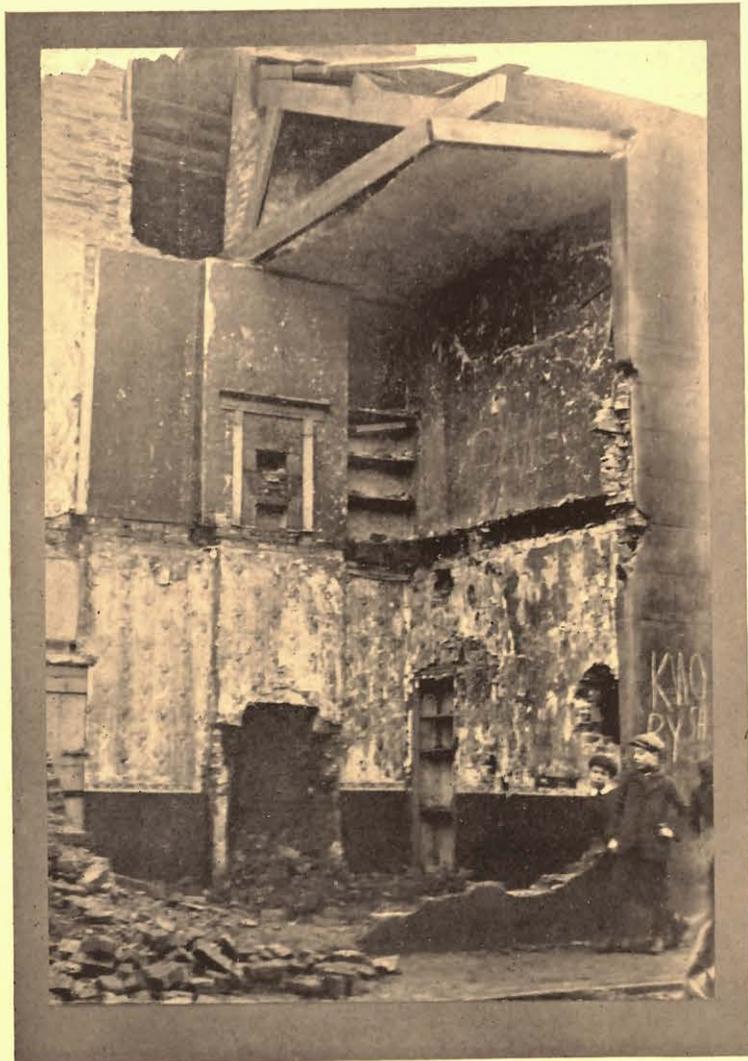
YARMOUTH AIRSHIP RAID, 19th Jan., 1915.—General view of damage.
Notice the cracks in the cemented wall



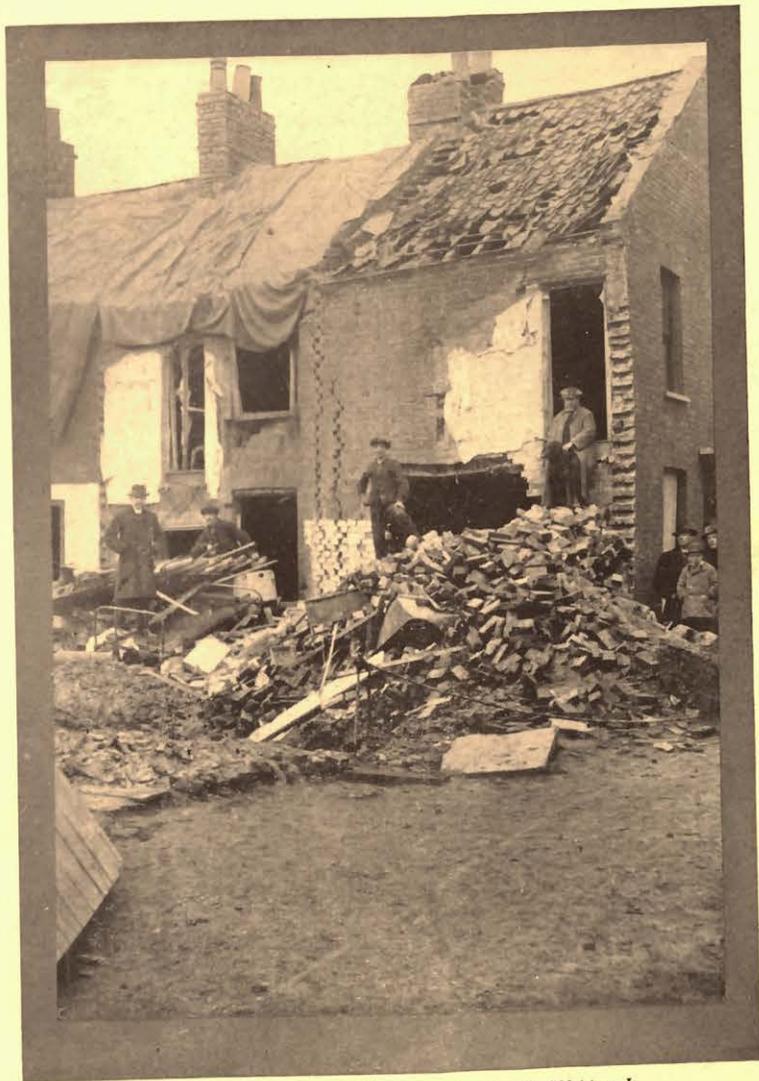
FISH QUAY, YARMOUTH.—Airship Raid, January 19th 1915. The Head of the smashed Electric Standard is exactly over hole made by bomb. Notice the holes in the Tank Tower.



YARMOUTH.—Airship Raid, January 19th, 1915.
Mr. Restell's premises. Mr. S. Smith was killed here



A shell-swept interior in Knowles Street, West Hartlepool



KINGS LYNN.—Mr. Walden's House, Albert Street. Mr. Walden, Jr. (standing on the ruins) was buried in debris when the house fell, but was rescued unharmed.