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GENERALLY FAIR

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## Allied Troops Still Harass the Enemy; Germans Torpedo Ambulance Transport; Submarine Sinks Steamer Off Halifax

### THE GERMANS NOW OFFERING MUCH OPPOSITION TO ALLIES

**Main Bodies of the Enemy Army Continue To Make Their Way Towards the Aisne, To North of Which Stream They Hope To Reach Haven of Safety From Persistent Onslaught of Entente Troops.**

**Allied Men, Despite Stronger Opposition and Flooding of Low Lands, Succeed in Crossing Vesle At Number of New Points — Germans Are Drawing in Lines in Other Sectors.**

(Undated War Lead By The Associated Press).

The Germans now are imposing strong opposition to the further advance of the Allied troops along the Vesle river from the east of Soissons to the region west of Rheims.

Meanwhile, however, the main bodies of the enemy army continue to make their way toward the Aisne, to the north of which stream they hope somewhere to reach a haven of safety from the persistent onslaught of the British, French, American and Italian troops, who in less than three weeks have all but blotted out the Soissons-Rheims salient.

Notwithstanding the bringing into play by the enemy of large numbers of machine guns and artillery of heavier calibre and the employment of large numbers of picked troops, including the well-tried Prussian Guards and the Bavarians, and despite the fact that the rains have sent the Vesle out of bounds and turned the low lands into quagmires, the Allied troops have forced crossings of the river at a number of new points and on the north side of the stream are engaging the enemy.

Further Allied Gains.

The latest French official communications, which recently have been extremely modest in chronicle gains made by the Allies, says that Monday saw only local engagements and that the situation on the battle front is without change.

Correspondents with the Allied headquarters, however, assert that at several points between Sermaise and Fismes, and between Fismes and Mulzon, the French and Americans have taken further ground across the Vesle and have nullified German counter-attacks delivered in an endeavor to recoup their losses. Between Mulzon and Chamigny the Prussian Guards and the Bavarians again suffered heavy losses in their efforts to hold back their antagonists.

Violent Bombardments.

The Germans jealously are guarding this particular part of the line, an advance through which to any considerable depth would compel them entirely to lose their hold on the territory in which they are entrenched around the shell-torn city of Rheims. In addition to the heavy infantry actions here violent bombardments also are in progress.

It is not expected in Allied military circles that it is the purpose of the Germans to turn about and face their enemies south of the Aisne. The hill region to the north of the Aisne—probably the old Chemin-Des-Dames battle front—is considered the more probable sector on which the Crown Prince will elect again to test the mettle of the men of General Foch's command.

Changes in Alignment.

It is not beyond the realm of possibility that the greater portion of the western battle front may undergo material changes in positions. From the southeast of Amiens near Montdidier northward to the region around Ypres the German front seems all a-tremble with expectancy. In addition to a retreat around Montdidier to the west bank of the Avre river, retrograde movements in the face of attacks around Albert and an evacuation of territory over a front of half a mile north of La Bassée Canal, the Germans are nervously bombarding British and French positions at various points, possibly with the idea of ascertaining their strength. The Be-

thune, La Bassée, Hazebrouck and Ypres sectors are being particularly chosen for the attention of the German artillery men.

Just what the Germans have in mind cannot be foretold. It is known, however, that Crown Prince Rupprecht of Bavaria during the early stages of the Allied offensive on the Soissons-Rheims sector, detached large numbers of his men and sent them to the aid of his sorely tried imperial cousin, the German Crown Prince, thereby weakening his line, while Field Marshal Haig's front was not materially touched by withdrawals. It is not improbable, therefore, that Rupprecht is worrying somewhat over this diminution in strength and already has placed barriers between himself and the forces fronting him to ward off possible attacks and is endeavoring to ascertain what chances he has to hold other positions from which he had intended ultimately to launch a drive toward the channel ports.

### ANOTHER RAID!

**BULLETIN**

London, Aug. 6.—Hostile airplanes approached the east coast of England about half past nine o'clock Monday night, the admiralty announced early this morning. The enemy's aircraft did not penetrate far inland.

### CRUISER SAN DIEGO SUNK BY A MINE

**United States Naval Vessel Was Not Torpedoed As At First Thought.**

Washington, Aug. 5.—Investigation has disclosed that the armored cruiser San Diego, sunk several weeks ago off the American coast, struck a mine. Secretary Daniels announced today. This is the finding of a naval court of inquiry, which holds that the loss of the ship was due in no way to negligence or inefficiency on the part of the captain or crew.

### More Vessels Believed Sunk By Hun U-Boat

**It Is Figured Seven or Eight Fishing Craft Have Been Sent To Bottom in Past Week Off Southern Nova Scotia and New England Coasts—Schooner Annie Parker Reported As Victim—No Lives Lost.**

Special to The Standard.

Yarmouth, N. S., Aug. 5.—From all reports which have been received here seven or eight vessels have been sunk recently by the German submarine or submarines operating in northeastern waters. All of the sunken craft were fishing vessels, mostly belonging to Boston and Gloucester. One Nova Scotian, the Nelson A. of Yarmouth, was sent to the bottom. The submarine which sank the Nelson A. was undoubtedly the one which set fire to the St. John four-masted schooner Dornfontein, on Friday, the hulk of which is ashore on an island.

The names of the fishing vessels sunk are: Muriel, Anna Perry, Rob Roy, Annie M. Parker and Nelson A. The last named was sunk twenty-five miles off a southern Nova Scotia port.

The undersea craft commander told the men of the Rob Roy that he had sunk six vessels on Saturday, but did not give their names.

Story of The Muriel.

The Boston schooner Muriel, which sailed from Gloucester on Friday about 1 o'clock in AM on the forty miles west of Seal Island. The crew of twenty-two men reached port in their dories just as dawn was breaking Saturday morning. The schooner was in charge of Captain Eldridge Nickerson and was on her way to the Banks. After leaving Gloucester the voyage was uneventful until about 11 o'clock on Saturday the conning tower of a submarine was observed breaking the water between three and four miles off. She came to the surface and fired two shots at the schooner as a signal to heave to. No time was lost doing this and the crew at once jumped into their dories. The submarine, the meantime was approaching the schooner and as soon as she got within hail ordered the captain's dory alongside.

Boarded Schooner.

The Hun commander, accompanied by three men, jumped into the dory and forced its crew to row them to the schooner. They ransacked the ship's stores, taking all the eggs, and butter and a quantity of the fresh vegetables, remarking at the same time that they could keep at sea a few weeks longer with their replenished stores. They then took a time bomb and fastened it beneath the vessel's keel amidships and ordered Captain Nickerson to row them back to the submarine. The submarine ance dories therefore widened the distance between themselves and the vessel to get out of danger.

In fifteen minutes the bomb exploded, evidently tearing the bottom out of the vessel, as she only floated three minutes. Her work accomplished, the submarine disappeared at once and the dories got under way for land, where they arrived as stated. The crew of the schooner are as follows: Captain Eldridge Nickerson, Shag Harbor; Moses Nickerson, Upper Woods Harbor; Amos Forbes, Woods Harbor; Isiah Dentremont, West Pubnico; Augustus Nickerson, Woods Harbor; John L. Brown, West Bacaro; Jacob Asholt, Argyle; Howard Chapman, Port Clyde; Gordon Hamilton, Argyle; Jas. Belliveau, Woods Harbor; Bernard Potler, Belleville; Nathaniel Nickerson, Woods Harbor; Albert Murree, Eel Brook; Jos. Crowell, Lower Woods Harbor; Alton Smith, Atwooda Brook; Willard Larkin, East Pubnico; Calvin Nickerson, Woods Harbor; Jas. Gardner, Pubnico Head; Jeremiah Dentremont, West Pubnico; Connell Goodwin, Lower Argyle; William Mulse, Barrett's Har-

bor; Wm. J. Butler, Liverpool. The Muriel was a schooner of 120 tons and was built fourteen years ago. The Anna Perry.

Word was also received of the sinking of the Anna Perry, Captain Jas. Goodwin, from Boston. Her destruction was accomplished just two hours after the Muriel. In the Muriel's case only one submarine of large size was seen, but Captain Goodwin, of the Perry says two participated in the second. The crew landed on an island and were taken to the mainland. From all reports received in Yarmouth there have been seven or eight vessels sunk during the past two days. The names of all of them are not as yet obtainable. But in addition to the Muriel and Anna Perry there are the American vessels Rob Roy and Annie M. Parker and the Yarmouth schooner Nelson A. The latter was homeward bound with 90,000 pounds and was sunk 25 miles off land.

### GENERAL SEMENOFF FORCED TO RETIRE

**Bolshevik and Austro-German Forces Too Much for Siberian Leader.**

Harbin, Aug. 5.—General Semenov, commander of the anti-Bolshevik Siberian forces operating against the Bolshevik and Austro-German forces east of Lake Baikal, has been forced to retire from the town of Manchuria, on the border between Trans-Baikal and Chinese Manchuria, for a distance of ten miles. The people are fleeing from the town of Manchuria to Khabarovsk, on the Trans-Siberian railway sixty miles to the eastward. Indescribable confusion reigns in that region.

It is reported that German agents are buying large numbers of cattle in Mongolia. The Chinese are said to be ignoring the Bolshevik and Austro-German prisoners who cross the front-

**Believed At Least 105 Perished on the Ambulance Transport Warilda.**

### LOSS OF LIFE DUE TO TORPEDO EXPLOSION

**Submarine Fires on Vessel As She Was Approaching a Home Port.**

A British Port, Saturday, Aug. 3.—(By The Associated Press)—The torpedoing early this morning of the British ship Warilda was one of the most harrowing disasters in the history of submarine warfare. The number of dead is variously estimated from 105 to 130 and upward and includes several women nurses.

The ship carried 600 sick and wounded. There were aboard 89 nurses and members of the voluntary aid department, and the crew comprised about 200 men. More than 650 survivors, brought here shortly after six o'clock, were given first aid treatment, food and clothing. The patients were placed aboard special trains, which had been waiting to receive them, and sent to hospitals in various part of the country.

The torpedo struck the after part of the engine room, killing the third engineer and two other members of the engine room force. The dynamo was destroyed, plunging the vessel into darkness.

Just over the dynamo was the ward room, which contained more than 100 patients. Most of these were killed outright by the explosion and the others, many of whom had been freshly injured by the torpedo, found themselves trapped. It was impossible for aid to reach them and all, except a few who jumped overboard and were picked up, perished. This part of the ship quickly settled and the water flooded the ward room, drowning the men caged there.

(Continued on page 2)

### AMERICANS LAND AT ARCHANGEL

**United States Troops Among Allies To Go To Russia.**

### STEAMER SUBMARINED OFF THE N. S. COAST

**After Three Hours' Battle With German U-Boat Thirty Miles West of Halifax Steamer Lux Blanc From That Port Sent To Bottom—Two Men Killed.**

### COL. BARTLETT McLENNAN KILLED

**Well Known Montreal Capitalist and Philanthropist Loses Life in France.**

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### MANY PATIENTS ON BRITISH HOSPITAL SHIP LOSE LIVES

### Nearly Hundred Lost On British Destroyers

**Vessels Strike Enemy Mines — Thrilling Combat Between German Submarine and British Decoy Ship in Which U-Boat Was Sent To the Bottom.**

London, Aug. 5.—Two British torpedo boat destroyers were sunk by enemy mines on August 2, according to an official statement by the British Admiralty. Five officers and ninety-two ratings were lost, according to the statement.

London, Aug. 4.—(Sunday)—A thrilling story of a fight between a British decoy ship and a German submarine was told today by Sir Eric Geddes, first lord of the admiralty, at a weekly concert held for the American troops at the Palace Theatre. He explained that the Germans now know about the ruse, and it is needless to withhold the story longer.

The decoy, known as "950," had the appearance of a dingy old collier, with an undisciplined-looking crew, which was suitably attired, he said. The ship sailed into the Atlantic with the necessary orders and finally sighted a German submarine.

The submarine had now swung around in front of the decoy. The captain of the latter signalled to a man-of-war which had been keeping below the horizon and unmasked the forward guns of the decoy and heavily shelled the submarine. One projectile tore away the enemy's conning tower and another lit her in the hull. She sank after the fight had lasted for five hours.

The warship, which had been keeping out of sight hurried up and rescued the crew of the decoy.

"There is no longer any need of secrecy," concluded Sir Eric. "Admiral Sims and I have more ways than one in a short time and sent one of her guns hurtling through the air.

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