

British Transport Royal Edward Is Sunk Six Hundred Men Were Saved From Ship Over One Thousand Troops on Board

KEY TO BALKANS LIES IN SHORTAGE OF AMMUNITION

By Special Wire to the Courier.
LONDON, Aug. 17.—The key to the Balkan situation may lie in a shortage of ammunition in Bulgaria, suggests the Daily Mail to-day in an article which deals with "Germany's anxiety to ship ammunition to that country." In support of this view the Daily Mail cites the alleged statement of the German military attaché at Bucharest, who, in pleading with Roumania to allow munitions to pass through that country, declared that these were not intended for Turkey, but destined for Bulgaria, which was neutral. Roumania, the article continues, replied that she had no guarantees that the munitions would not reach Turkey in whole or in part, and that while Germany apparently was able to spare munitions to Bulgaria, she was unable to send to Roumania the war stores Roumania had bought and paid for. The conclusion of the Daily Mail is that Bulgaria has depleted her arsenals in favor of some other power, and now finds it necessary to replenish them.

"The Austrian concentration at Osorva, less than forty miles distant from the Bulgarian frontier, indicates a determination to force a route in the event of Roumania's refusal to permit munitions to pass through," the article says in conclusion.

OUTLYING FORTS TAKEN

By Special Wire to the Courier.
BERLIN, Aug. 17, via London.—One of the outlying forts of Kovno, between the Niemen River and Gesia, to the south of the main fortification, has been captured by the Germans. This announcement was given out by the German army headquarters to-day. Many prisoners were taken by the Germans.

ENEMY SUBMARINE SINKS BRITISH TRANSPORT WITH MANY TROOPS ON BOARD

German Submarines are Active in Aegean Sea--The Feat is Credited to the U-51--British Official Announcement Confirms This Loss:

By Special Wire to the Courier.
LONDON, AUG. 17, 12.32 P.M.—THE BRITISH TRANSPORT ROYAL EDWARD HAS BEEN TORPEDOED AND SUNK BY A GERMAN SUBMARINE. ANNOUNCEMENT TO THIS EFFECT WAS MADE OFFICIALLY TO-DAY. SIX HUNDRED MEN WERE SAVED OUT OF 1,350 TROOPS AND 220 OTHER PERSONS ON BOARD. THE TEXT OF THE ANNOUNCEMENT IS AS FOLLOWS: "THE BRITISH TRANSPORT ROYAL EDWARD WAS SUNK BY AN ENEMY SUBMARINE IN THE AEGEAN LAST SATURDAY MORNING. ACCORDING TO THE INFORMATION AT PRESENT AVAILABLE, THE TRANSPORT HAD ON BOARD 32 MILITARY OFFICERS AND 1,350 TROOPS, IN ADDITION TO THE SHIP'S CREW OF 220 OFFICERS AND MEN. "THE TROOPS CONSISTED MAINLY OF REINFORCEMENTS FOR THE 20TH DIVISION AND DETAILS OF THE ROYAL ARMY MEDICAL CORPS. "FULL INFORMATION HAS NOT YET BEEN RECEIVED, BUT IT IS KNOWN THAT ABOUT 600 HAVE BEEN SAVED."

So far as has been reported officially, this is the first instance in which a British transport has been attacked successfully by a submarine. It had been a matter of pride with the British government that it had transported hundreds of thousands of troops across many seas without the loss of a man. It is probable that the number of troops sent to France and Belgium since the beginning of the war is considerably in excess of 700,000. In addition, large numbers of men have been transported to the Dardanelles, Egypt, South Africa and Serbia.

Troops have been brought in from Canada, New Zealand, Australia and India for the defense of the Mother Country. To guard these vast movements elaborate precautions have been taken. Transports are accompanied by an escort of warships, chief reliance being placed on destroyers for warding off submarine attacks.

The British announcement shows that the Royal Edward was engaged in conveying troops to the Dardanelles front, having been sunk in the Aegean Sea, between the Dardanelles and the Bosphorus. The British battleships Triumph and Majestic.

The British troops at the Dardanelles consist in great part of Australian and New Zealand contingents. The Royal Edward had been engaged in the transport service since early in the war and for a time, at least, was detailed to take Canadian troops to England. On Aug. 11, 1914, she sailed from Montreal with 500 French reservists on board. A despatch from Montreal at that time said the steamship probably would be taken over by the British admiralty, after completing her eastward voyage. The last report of the Royal Edward in maritime records is her arrival on October 18, at Avonmouth, England, from Montreal.

An unofficial despatch from Berlin on February 21, reported the sinking of a British transport with troops and a steamer which was accompanying the transport. Later it was said that a prize offered in Germany for the sinking of a transport had been distributed. No official statement was made on this subject either in Berlin or in London. The Royal Edward was 11,117 tons gross and 526 feet long. She was owned by the Canadian Northern Steamship Company. She was built in Glasgow in 1908.

COURIER BOX LEAVES FOR THE FRONT

The Courier soldier's comfort box contained the following articles: 1. use to men when stores are far away and smokes in high demand. Every donor is thanked for his or her contribution, and the citizens are asked to continue in this good work: Sweet Cap. 1; Pacific 3; Gold Crest 2; Sweet Leaf 1; Durham 2; 1 dozen pencils; thread, 2 spools; pins, 4 packets; gum, 1 box, 20 pkts.; Doctor's Blend, 7; Senator 3; Tri Color 6; T. and B. 5; Gold Leaf 1; Merschaum 2; Orinoco 2; Old Chum 3; Belmont; McDonald's 28; Old Gold 16; Play-ers 6.

REPLY MADE PUBLIC TO-DAY ON THE FRYE

Washington, Aug. 17.—The American reply to Germany's last note on the sinking of the American sailing ship, William P. Frye, made public here to-day by the state department, accepts the proposal that damages be fixed by a commission and that the disputed treaty provisions be submitted to arbitration at The Hague, but calls on Germany for a statement as to whether she intends to conduct her future naval operations in accordance with her interpretation of the Prussian-American treaty of those of the United States. The note is regarded as putting the noted case well on the way to a settlement.

SUBMARINES BOMBARDED ENGLAND

No Material Damage is Done by Undersea Craft.

London, Aug. 16.—Parton, Harrington and Whitehaven, in Cumberland, England, on the Irish Sea, were bombarded to-day by a German submarine, a British official statement last night announced. Some fires were caused but the damage was slight, and there were no casualties, the statement adds. The text of the statement follows: "A German submarine fired several shells at Parton, Harrington and Whitehaven between 4.30 a.m. and 5.20 a.m. yesterday, but no material damage was caused. "A few shells hit the railway embankment north of Parton, but train service was only slightly delayed. "Fires were caused at Whitehaven and at Harrington, which were soon extinguished. "No casualties were reported."

FROM DEUTSCHE BANK

"The memorandum of the contract with the projectile company, which has American officers who are supposed to control it, shows that contract was approved by Dr. Albert, Military Attaché von Papen and N. R. Lindheim, the legal adviser of the German Government, experienced in international affairs. The contract was prepared by Carl Heinan, formerly agent at Mexico City of the Hamburg-American Steamship company, believed to represent Herr Schmidt in the financing and management of the Bridgport Projectile Company. Mr. Heinan reported to Herr Schmidt from time to time regarding its affairs.

No Canadians Aboard

Ottawa, Ont., Aug. 17.—In official circles here it is not believed that there were any Canadians on board the Royal Edward, though there is a possibility that a few may have been in the R. A. M. C. detachments, mentioned as being on board. The militia authorities have no news of the movement of 15,000 Canadians to the Dardanelles, as reported in a speech by Hon. T. C. Casgrain at Vancouver last night, though it is probable the Postmaster-General might have obtained the information direct from General Hughes

PETITION AGAINST ANNEXATION MADE TO VON HOLLWEG

By Special Wire to the Courier.
PARIS, Aug. 17.—"Humanite" prints the text of the anti-annexationist petition addressed to the German Chancellor, Dr. Von Bethmann-Hollweg, on July 9, and signed by 82 prominent Germans, including Bernhard Dernburg, Professor Adolf Harnack, Clemens Delbruecke and Prince Von Hatzfeld. This document, which was framed in answer to annexationist manifestos, begins as follows: "Germany did not enter the war with the intention of making conquests, but to preserve her existence against the threatened coalition of her enemies." "We declare ourselves," the petition continues, "partisans of the principle that incorporation or annexation of peoples politically autonomous or accustomed to autonomy must be condemned. The German Empire sprang from the idea of national unity and homogeneity. It would only assimilate elements racially foreign slowly and incompletely. The danger that territories Germany would have to evacuate as a condition of peace, continues the document, might become ramparts for her enemies, could easily be provided against in some other way. "The manifesto concludes with an affirmation of Germany's complete final victory.

INTO RECEIVER'S HANDS

By Special Wire to the Courier.
ST. LOUIS, Aug. 17.—The Missouri, Pacific, Iron Mountain system to-day consented to the appointment of receivers, as requested late yesterday in a petition filed in the federal district court. The Missouri Pacific filed an answer stating that the allegations in the receiver's suit were true.

GRAND DUKE NICHOLAS HAS NOW WITHDRAWN ARMIES FROM POLAND

GERMAN FORCE DEFEATED NEAR SAISI, RHODESIA

London, Aug. 17.—A message which has just arrived from Livingstone Post says that Saisi, on the northern border of Rhodesia, was attacked on July 26 by 2000 German troops with field guns. On the 27th the British position was surrounded, and reinforcements were unable to join hands with the garrison. The attack was continued until August 2, when the Germans retired. The British casualties were only eleven killed, all of whom were natives. A small German steamer, the despatch says, has appeared off Kitima, on Lake Tanganyika. A Belgian picket fired on the steamer, and it retired.

TRANSPORT TRAGEDY TRANSCENDS

All Other War News Today in London.

By Special Wire to the Courier.
London, Aug. 17.—The British Admiralty's record of transporting great numbers of troops to the various fighting zones without the loss of a life, so far as reported officially, has been broken, after more than a year of war. The torpedo of a submarine has at last found the mark and the transport, Royal Edward, has gone to the bottom in the Aegean Sea with a loss of life, which may reach 1,000. The brief Admiralty announcement shows that the Royal Edward was engaged in transporting troops to the Dardanelles front, where Australian and New Zealanders have been largely employed.

In the land fighting a crisis has not been reached in the present stage of the eastern campaign. Grand Duke Nicholas, the Russian commander-in-chief, will not be able to assure the safety of his armies until the menace presented by the operations of Field Marshal Von Hindenburg in Courland is removed. In the Bausk district of Courland the German army has been driven back toward the Aa river, while Kovno is still stemming the German tide. The chief struggle, however, centres in the region north of the Niemen, notwithstanding the recent success of Russian resistance.

Between the Niemen and the Bug the German drive evidently is making some headway, although Petrograd claims that attacks of the invaders in this region have been repulsed after heavy fighting. Along the German front the Austrians and Germans definitely. Roumania is becoming more determined in her refusal to permit passage of munitions to Turkey, which country is reported to be showing concern over the attitude of Bulgaria. A few weeks ago 70 unmarried members of the Brighton police force enlisted.

Movement is Only Made Possible by Greatest Skill.

Rotterdam, via London, Aug. 17.—No point is yielded by the Russians to the advancing Germans until railway bridges and everything else of military value has been destroyed, according to German reports received here. The Cologne Gazette admits the difficulties confronting the invaders, and says: "The great area west of the Vistula is covered by ceaseless processions of wagons bringing up supplies. In this devastated country where the railway has been destroyed an incredible amount of work has to be done. Only by fabulous exertions have we been able to carry supplies for our armies over the Vistula. Barges from Nowa Alexandria have arrived at various points on this river."

WITHDRAWN IN GOOD ORDER

London, Aug. 17.—The Times' military correspondent dealing with the warfare in Russia says: "In conformity with the general plan of retirement, Grand Duke Nicholas has now withdrawn his forces from Poland to points west of the line of Ossowetz, Bialystok and Brest-Litovsk, and we shall learn within a few days whether he intends to make a long stand on this front. "The staffs of the Russian armies have performed difficult tasks with the greatest competence. Attacked in an untenable position by six or seven Austro-German armies, the Russians fought steadily back and are now in the part of subordinate commanders and troops.

"The Russian armies are neither beaten or demoralized, nor dispersed; but they are not yet out of danger, nor can they be until the menace of Von Hindenburg in the north is disposed of. If Von Hindenburg is free to move he will not cross the Sventia River until the main mass of the German armies is at close grips with the Grand Duke, and is able to prevent the Brest-Litovsk line or to continue his retirement. The real crisis of the grandiose operation is still to come." "Chief interest still lies in the struggle north of the Niemen in the defence of Kovno and in the decision of Grand Duke Nicholas to stand upon the Brest-Litovsk line or to continue his retirement. The real crisis of the grandiose operation is still to come." In Manchester recently 1,272 men joined the colors in one week.

AMERICAN SHIP MERION REPORTED SUNK BY SHELL FIRE FROM FORTS

Philadelphia, Aug. 17.—Reports brought over on the American Liner Dominion yesterday, which arrived from Liverpool were to the effect that the American Liner Merion, requisitioned by the British Admiralty as a troopship had been sunk by the fire of the Turkish batteries at the Dardanelles. The Merion took out a general cargo of food supplies and many soldiers, being practically a Captain Hickson, an officer of the British naval reserve force, who succeeded Captain Hill, her former commander. The Merion like her sister ship, the Haverford, had been running in the American Line service between Philadelphia and Liverpool for several years. She was built on the Clyde in 1902, and was registered in the name of the International Navigation Company. She had passenger accommodation for 2,000 soldiers.

CANUCKS FOR DARDANELLES LATEST REPORT

Vancouver, B. C., Aug. 17.—T. Chase Casgrain announced at the Canadian Club banquet in Vancouver yesterday that he had been officially advised by the Minister of Militia that fifteen thousand of the Canadian soldiers now in Britain will be sent to the Dardanelles. Many of the London hotels are experiencing a run on cider.

AUGUST 16
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