

# THE GIANT WHITE STAR LINE STEAMER TORPELOED

## TROOP TRANSPORT OF 33,000 TONS SENT TO THE BOTTOM

### Justice, New Boat, Formerly Dutch Steamer Statendam, Built At Belfast, Had Carried Thousands of American Troops To Britain—Of Crew of 700 Only Eleven Thought To Have Lost Lives—Was Second Largest Ship Sunk During War.

An Irish Port, Monday, July 22.—(By The Associated Press)—The giant White Star liner Justice has been torpedoed and sunk.

The Justice was formerly the Dutch steamer Statendam, which was taken over by the British government on the stocks at Belfast when she was nearing completion. She was 32,234 tons gross.

The Justice was returning to an American port after delivering a large contingent of American troops.

The Justice was sunk off the north coast of Ireland on last Saturday morning. She carried a crew of between 600 and 700. Eleven members of the crew are dead.

The liner was torpedoed. One of the crew is quoted as asserting that ten torpedoes were discharged. Four of them were exploded by gunfire from the ship.

The Justice had a troop-carrying capacity of between 7,000 and 8,000 men.

Four hundred of the crew of the Justice have been landed here. They report that the liner was sunk after a twenty-four hour fight with submarines.

Terrific Explosion. The Belfast Telegraph says that had had just been lost sight of when a terrific explosion shook the liner. The crew was speedily mustered on deck, but it was soon ascertained that the damage was so trivial that the liner would remain afloat for a sufficient period to enable her to be towed to port.

A tug pulled alongside the liner for this purpose, when two more torpedoes were fired by a submarine which had not been sighted. These missiles missed the target, passing between the liner and the tug.

Shots in Night. Further attempts were made by the submarine to torpedo the Justice during Friday night, but all failed. It was not until Saturday morning and after the submarine had expended numerous torpedoes that the destruction of the ship was accomplished.

The final attack was made at eight o'clock on Saturday morning, when two torpedoes hit the ship. One struck the engine room, causing a violent explosion, and the other penetrated a forecastle.

The liner was in tow at the time and as she did not sink until two o'clock in the afternoon there was lots of time to transfer the crew to the rescue ships.

Of 33,000 Tons. New York, July 24.—The Justice, with her gross tonnage of about 33,000 was the second largest ship sunk during the war. The Britannic, a White Star liner of 45,000 gross tons, was sunk in the Aegean Sea in November, 1915. The Lusitania was of about 32,000 tons.

Officials of the Holland-America line, for which the Justice was built and to which it would have reverted after the war, said today she was valued at \$10,000,000 and was built by one of the finest passenger ships on the trans-Atlantic service. She was supposed to be as nearly unsinkable as modern ship construction would make her.

On her last trip from an Atlantic port the Justice was commanded by Capt. A. E. Hamblen and carried nearly 10,000 troops, considerably in excess of rated capacity, and a 15,000 ton cargo. She was a triple screw turbine driven vessel, capable of 18 knots, and had nine steel decks and three funnels.

## A PRIEST MAULED BECAUSE CHURCH BELL DIDN'T RING

Father Heinlein With German Name and in German District Forced To Ring Bell and Kiss Flag.

New York, July 24.—The Rev. Edward Heinlein, pastor of the Roman Catholic church of Our Lady of Victory in Mount Vernon, through his failure to toll the church bell in celebration of the victory of the Americans in France created a small riot and it had not been for the timely arrival of a squad of soldiers from the army he might have been dealt with more severely than he was at the hands of a crowd of 5,000 angry men and women.

Fearing that the crowd's wrath might lead to serious consequences for the priest, the chief of police escorted him to the station.

Father Heinlein's church is in the midst of the German population, but he says he is an American citizen and loyal. He is about forty years of age and has been in charge of the church for several years.

Mayor Brush ordered that all of the church bells in the city be rung at 7 o'clock to celebrate the American victory. Every church bell was tolled, with the exception of that of the Church of Our Lady of Victory, and a crowd soon gathered and demanded to know why the bell had not been rung. Father Heinlein said he had no one to ring it.

The crowd grew larger and more demonstrative, and soon the police were sent for to preserve order. Two policemen finally went in to the church with the priest and the bell was rung.

Someone called the flag to the door and ordered the priest to kiss it. He was so long in obeying it that the crowd stormed past the police and assailed the priest about the porch before the police, with the aid of the soldiers, who also had been summoned, took the priest in hand.

MOURNS FOR NICHOLAS. London, July 24.—King George has ordered the British court to go into mourning for four weeks for former Emperor Nicholas of Russia.

## RT. HON. ARTHUR J. BALFOUR 70 YEARS OF AGE



RT. HON. ARTHUR J. BALFOUR

RT. HON. ARTHUR JAMES BALFOUR, formerly prime minister of Great Britain, is 70 years of age today. Rt. Hon. Mr. Balfour was born in Scotland July 25, 1848, the son of James Maitland Balfour, of Whittinghame, Haddingtonshire, and Lady Blanche Desseigne-Cecil. He was appointed First Lord of the Admiralty in 1915. He was in Canada and the United States less than a year ago.

## A YOUNG MAN IS DROWNED IN LAKE IN QUEENS COUNTY

John Edward Brayden Loses His Life While Bathing in Mercy Lake—Never Came To Surface.

Special to The Standard. Browns Plains, July 24.—Coroner W. L. Boyes of this place was called today to view the body of John Edward Brayden, who was accidentally drowned while bathing in Mercy Lake (so-called) in the Parish of Greenwhich.

The deceased who was twenty-one years of age was swimming in the lake in company with his cousin, William Brayden. They had been in for some time and were swimming toward the shore when William heard his cousin say "Catch me quick," and he turned around and saw his cousin in the water. He swam to him and tried to help him, but before the body could be located life was extinct.

The unfortunate young man never looked up at the surface after sinking into the water. He was drowned in about eight feet of water and was within a rod and a half of the shore when he sank.

He is survived by his parents, Mr. and Mrs. George Brayden of Hamilton Mountain, and two sisters, Mrs. Angus McKinney of St. John and a married sister in Montreal.

The residence was a most popular resident of Hamilton Mountain and his untimely death has cast a gloom over the community.

The funeral will probably be held Friday from his parents home.

## ALD. ALFRED E. SMITH FOR N. Y. GOVERNOR

President of Board of Aldermen Named By Democrats.

Saratoga Springs, N. Y., July 24.—New York State Democrats in informal convention here today named Alfred E. Smith, president of the New York City Board of Aldermen, as the party organization's choice for nomination as governor. The vote for Mr. Smith was practically unanimous.

## FORMER GIBSON MAN

Lieut. Thomas E. Babbitt Disappeared on July 15.

Frederickton, July 24.—Word has been received that Lieut. Thomas E. Babbitt, R. A. F., was missing on July 15.

Lieut. Babbitt is the son of the late Mr. and Mrs. B. H. Babbitt of Gibson, and is well known here. He has resided in Boston for the last few years, and enlisted in the R. A. F., last September. After training at Toronto and Fort Worth, he went overseas in February, finished his course in England and Scotland and went to France about June 15th, with the 43rd Squadron, all picked pilots.

## GENERAL ELECTION?

London, July 24. (Reuter's L.M.)—Connecting with the rumored probability of a general election in November, interest is attached to a statement made in the House by G. H. Roberts in effect that the petrol committee is considering the issue of licenses to parliamentary candidates and agents.

## SITUATION BETTER

London, July 24.—(Via Reuter's Ottawa Agency)—French military experts point out that the French north of Montdidier now control all the roads toward Amiens, across the plain between the Aves and Noye valleys. Also the heavy artillery placed in the three captured villages protects the railway towards Amiens, along the Noye Valley from bombardment.

## EMPIRE TRADE

London, July 24.—A committee of the cabinet has formulated a scheme of trade preferences within the Empire which the cabinet has approved, according to Walter Hume Long, secretary of state for the colonies, who spoke here today.

## AN OFFICER ON SUBMARINE FORMERLY LIVED IN MAINE

Men of Gloucester Fishing Schooner Robert and Richard Sunk Off Cape Porpoise Tell of Their Experience—Germans Used Them Well—Officer Had Summer Home in Maine.

(Special Dispatch to the Boston Globe) Cape Porpoise, Me., July 23.—The Gloucester fishing schooner Robert and Richard was sunk by a German submarine about 100 miles off the Maine coast about 10:30 Monday morning.

Despite the fact that she had lost her vessel and 90,000 pounds of fresh fish and had been subjected to an extremely trying ordeal, they were happy to be able to give the good tidings that no lives were lost.

Almost exhausted and very hungry after having rowed in a dory from the point where their vessel was sunk, Fred Marcella, Nicholas "ernal" and J. E. McKenna, all of Gloucester, Mass., arrived at 7 o'clock tonight and told the details of the sinking.

They were away from their vessel in a trice, expecting every moment to hear another shell fired from the U-boat. The Germans, however, contrary to reason, to give the crew a chance to escape, and they were not molesting further.

Six boats put off from the schooner, carrying the crew of 22 and a boy who was on board.

Papers Confiscated. As the boats pulled away from the fishing schooner the commander of the submarine signalled for Capt. Wharton to bring his dory alongside the U-boat, sea craft. Capt. Wharton obeyed and on arrival there the U-boat commander and another officer stepped into the dory and ordered the fishermen to row them to the schooner. The order obeyed.

The captain and the officer who accompanied him searched the Robert and Richard, and after confiscating the papers ordered Capt. Wharton's men to row them back to the submarine. As they stepped to the deck of their own craft the German captain turned to Capt. Wharton and his men and ordered them to "get out," which they did.

All the Gloucester men saw the German sailors board the Robert and Richard, and they also saw their vessel look up. As they pulled away they looked for the submarine to disappear, but this failed to do. She was still above water and in the vicinity of the scene of the sinking when the light carrying the crew pulled out of sight.

In all there were 23 souls aboard the fisherman. There were 22 members of the crew and the son of one of their number. The men who arrived here say they saw the other five boats—there were six in all—at 9:30 last night, and this morning at 4:30 they saw one of them. The men describe the submarine as being about 120 feet long, and they said she carried two guns, one forward and one astern.

The men will return to Gloucester tomorrow morning. They lost everything they had on board the schooner except the clothes they wore.

Given Time to Escape. The survivors had no complaint to make regarding the manner in which the Germans treated them. They were given sufficient time to leave their vessel and that was apparently all they asked.

All agreed that the shell was fired across the bows of the vessel at 10 o'clock and she was blown up at 10:30. Their position when stopped by the submarine they described as being east of Cash's, about 100 miles southeast of Cape Porpoise.

The news that a German submarine is active along the Maine coast has created great excitement and considerable fear is felt for other fishing craft at sea.

The men arriving tonight were put to bed at the home of Fred Ware, who lives near the water front.

A fifteen year old boy was in the party.

Captain's Story. Capt. Wharton in an interview said: "We have no complaint to make for the treatment we received. It was as courteous as we could expect under the circumstances. While the Germans were inclined to say how little they were civil and did not show any bullying tactics. They did not say whether they had sunk any other fishermen or not and gave us no information as to their game."

"Both officers of the U-boats spoke good English, but had little to say. I don't get them to say how many ships they had sunk, where they had come from, how long they had been on, or where they were going to or why they should pick on my boat. They only talked of the business in hand and that might be all."

"The second officer, however, looked as if he were a Maine man and said: 'I have one in my Summer home in Maine and I'll keep this to go with it some day.'"

"I opened my eyes at this statement and asked him if he lived in Maine. He had lived in America a long time, he told me, and had had a Summer home in Maine since 1886. Then he shut up and I don't know where he lived or anything more about that. He was a big chap. He and the sailor were working clothes and were a rather rough-looking lot."

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## CANADIANS CLOSE TO THE SUBMARINE ZONE OFF MAINE

Thus Far Summer Resorts Have Not Been Shelled and Canadians Have No Intention of Leaving Beaches.

Quebec, July 24.—Letters received here today from Old Orchard, Maine, from various resorts along the Maine coast, relate the impression created on the many Quebecers and Montrealers, summering at those seashore places, by the activities of the German U-Boats operating off the Maine Coast.

There are hundreds of Canadians from Quebec provinces at those various resorts and the trend of the letters received in today's mail show no alarm at the nearness of the U-Boats.

The fact that a German submarine sank a sailing vessel off Cape Porpoise, some ten miles from Old Orchard-Beach, became known yesterday evening, but failed to cause any feeling of fear.

The possibility of the U-Boat bombing the summer resorts along the Maine or Massachusetts Coast is ignored, however, for the Germans are liable to attempt on the American Coast the same terrorizing policy that was noted on the open resorts of the English Coast, last year. None of the Canadian Colony at Old Orchard, however, indicate their intention of leaving.

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## WEIRD SCENES AS THE TEUTON ARMY RETREATS

(Continued from page 1) troops took 1,000 prisoners and killed the others, and at Saturday noon the only Germans remaining on the south bank of the Marne were the dead and those who had been taken prisoner. Saturday night the American forces crossed the Marne in boats near Chartres and Jaulgonne while the French troops crossed on two bridges farther east.

No Bridges. Today as I looked over the river from the crest of a hill which a few days ago was a terrible battleground I saw no bridges and was informed there was none. The German artillery which was left in force on the north bank as the main force of the enemy retreated from the northward had destroyed these bridges on which the intrepid allies had crossed. But the latest reports are they are holding their ground, and by the time this story is printed more bridges will have stretched from the south bank to the north bank.

I saw great pontoons going forward late today on wagons and by morning they will have helped the Allied troops to seriously lift into the rear guard of the enemy who are screening their retreat from the salient.

As we looked from the hill into the valley it was evident why the Germans had massed great numbers of cannon. Tac, tac, tac went the machine guns constantly firing at no one knew what. East and west as the river swung lastly through the hills heavy columns of black smoke rose lazily into the still atmosphere. This was why the enemy was temporarily fortifying the north bank.

Enormous Stores. He brought enormous quantities of materials, tools and munitions to the north bank before the troops bridged the wooded hills bristling with machine guns. Shells breaking near our side some uncomfortably near, and crossed with losses greater than a week ago. Supplies destined to keep troops on the river going south in unison, a plan whereby Ludendorff would have captured the whole Marne valley far to the eastward before turning back on Paris. There were supplies therefore for hundreds of thousands of men now crammed on the north bank of the Marne and now forced to leave everything at the river's edge to escape with their lives from the salient. The Germans are burning these supplies, and salvaging heavy munitions which made life so miserable for a Pittsburgh doughboy on the south bank a few days ago. Until this is done the enemy will systematically hold off the Allied troops from crossing in great numbers. His field guns, machine guns and smoke gave us this explanation today. The bulk of his infantry probably already has departed. Allied aeroplanes keeping an eye on the north bank was assailed today from the earth with every kind of a weapon that the Germans possessed. I saw one plane today which aroused hundreds of machine guns into activity along the river front for a mile. At least 100 anti-aircraft shells burst into the air against her, some far in a typical German shower of hate.

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