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## SUBMARINE SINKS STEAMER 'HESPERIAN' WITHOUT WARNING

Queenstown, Sept. 5.—The Hesperian, outward bound from Liverpool for Montreal, carried 700 passengers and crew. There were about 50 in the first cabin, 150 in the second, 250 in third, with 250 in crew. It is asserted that at 8.30 last night, about 100 miles south-west of the Fastnet, a German submarine torpedoed the Hesperian without warning. The torpedo struck forward of the engine-room, tearing away the forward compartments. Boats got away quickly, the greater number being filled. Among the passengers were many wounded Canadian soldiers returning to their homes.

Wireless calls soon brought a fleet of rescue steamers to her aid. J. H. Brockington, who landed here from the first rescue steamer, declared that the Hesperian was torpedoed without warning.

### OFFICIAL

#### BRITISH

London, Sept. 4.—On the French and Russian fronts the general position is unchanged.

The Italian Government report the capture of an important mountain position in the Peraiba region, and of trenches on the Carso.—BONAR LAW.

### Allan Line Office Issues Statement Re Hesperian

Liverpool, Sept. 6.—A statement issued from the officers of the Allan Line, says, the Hesperian had on board 350 passengers and a crew of 200. All of the passengers have been taken off and landed at Queenstown, while part of the crew remained on board the liner which has been towed to Queenstown. One boat became jammed and those on here were thrown into the water. In the darkness confusion naturally prevailed, but all were picked up, and with other passengers and part of crew were transferred to rescue steamers which arrived in answer to wireless calls for assistance. The Hesperian was about 150 miles westward when struck by torpedo.

### American Consul Sends Full Report of Hesperian Case

Washington, Sept. 5.—The American Consul at Queenstown has cabled the State Department as follows:—

The Allan liner Hesperian was torpedoed by a German submarine 70 miles south-west of Fastnet at 8.30 Saturday evening. The vessel was not sunk, and the Admiralty boats landed the passengers and troops at 8.30 this morning, and has returned to bring the Hesperian here. She is due about 9 o'clock to-morrow morning.

There were about forty-five Canadian troops on board, unorganized, mainly invalided, also one 4.7 gun, mounted, was visible at the stern of the vessel. She was bound to Montreal.

### Violent Impact Startles Passengers

Queenstown, Sept. 6.—Ronald White-way, of London, who, with his wife, was a passenger on the Hesperian, said:

"We were sitting on the upper deck, when about 8.30 on Saturday evening we felt a violent impact which almost knocked us out of our chairs. In less than a minute I can tell you, a huge volume of water rose almost as high as the masts, and, breaking, drenched us to the skin. We thought we were out of the danger zone, and were discussing the possibility of a pleasant voyage. Life boats were lowered and rowed away from the steamer, on which the captain, officers and some of the crew remained. The steamer was apparently struck on the starboard side, but as it was nearly dark, the torpedo could not be seen. After the explosion the Hesperian settled down by the head. Rescue steamers were soon on the scene and took the passengers on board."

READ THE MAIL AND ADVOCATE

## Germans Halt Their Big Offensive Along Whole Eastern Front

### ARE APPARENTLY SATISFIED TO HOLD THE RUSSIANS

May Fortify Themselves for the Winter, Meanwhile Are Moving Troops Westward and to the Serbian and Roumanian Fronts. Allies Try to Break German Morale by Heavy Bombardment But No Effect.

### THE TURKS FIGHT WITH THEIR USUAL STUBBORNNESS

London, Sept. 6.—Either the full driving power of the Austro-German offensive against Russia is nearly exhausted, or that German generals have decided that their armies have penetrated the Russian Emperor's dominions as far as it is considered safe, and are now preparing to dig themselves in for the winter, is the opinion expressed by military writers here. Certainly very little progress is now being made at many points, the Germans and Austrians are contenting themselves with repulsing counter attacks of the Russians.

From the Gulf of Riga to Grodno, Field Marshal von Hindenburg's armies are at a standstill, having apparently made no attempt to cross the Dvina, after carrying the bridge heads around Kenezvada and Friedrichstadt.

To the north, south-east and south of Vienna, the fall of which has been

predicted for some days past, the Germans are faced by a very strong Russian force, who by their offensive movements here, made it dangerous for Germans to push their way westward, north or south of them.

The Germans on the other hand have massed forces between Grodno and the Kobrin-Brest-Pinsk railway, but the immediate object of this is not obvious unless they are looking for a good defensive position on which to hold the Russians throughout a winter campaign.

Further south the Russians are offering fresh resistance, as they are firmly established in the fortified area in which Rovno and Dubno are centered, while in Galicia they still hold a line along the Sereth river.

With the rainy season now a few weeks off, the opposing armies, especially those in the marshy regions in the centre, cannot hope to carry on operations much longer.

Some reports state that the Germans and Austrians are already moving troops to the Serbian, Roumanian and Western fronts. In the Western zone the heavy artillery of the Allies is still bombarding the German lines and doing all the damage possible. They are trying to break the morale of the German troops, but thus far there is no indication of a general offensive.

Paris reports the Turks have delivered an unsuccessful night attack against the British positions near the Anzac region. Beyond that, no news has been received of operations in the Near East.

There has been a renewal of reports from Athens of dissension among the Turks, as a result of their heavy losses on Gallipoli. No evidence of this, however, is to be found among Turkish troops, who are reported to be fighting with all their stubbornness.

## Germany Aimed at World Domination, Says Mr. Balfour

But Her Plans and Her Dreams Came to Naught. She Sees Her Mistake. British Fleet Stronger To-day Than Ever to Keep Supremacy.

London, Sept. 6.—Arthur J. Balfour, First Lord of the Admiralty, contributes the following letter to the British press:—"Much has been written about German's military methods and aims on land, but not so much about her aims and methods on sea, yet in truth, the two are so intimately connected that neither can be understood apart from the other.

In 1900 Germany first proclaimed the policy of building a fleet against Britain, from her point of view her own ambitions policy was a perfectly sound one. She aimed at a world domination against the world domination of the British fleet that from time of Queen of Elizabeth and that the present has always been found the surest and most effectual protection. The Germans had every reason to be aware of the fact, for without the British fleet Frederick the Great must have succumbed to his enemies and Prussia would scarcely have shaken off the Napoleonic tyranny, whatever may be thought of the freedom of the seas or any of its various leanings, freedom on the land is due in no small measure to British ships and British sailors. It takes time, as well as money to create a great fleet. German statesmen were too wise to suppose they could at once call into existence a navy able to contend on equal terms with the power, which, as they saw clearly enough, was a most formidable obstacle to their aggressive projects, but they did not, on that account doubt the immediate advantages which a maritime policy conferred upon them. They calculated that a powerful fleet, even though it was numerically inferior to that of Britain, would, nevertheless, render the latter important, since no British Government would dare risk a conflict which however successful, might leave them in the end with naval forces inferior to those of some third power. This policy, clearly, though cautiously, was expressed in the fam-

ous preamble to the Navy Bill.

"It is unnecessary to add that the German Navy League entertained much more ambitious designs. So far neither the designs of the German Government nor those of the German Navy League have met with any measure of success. The British fighting fleet becomes relatively stronger than it was 13 months ago. There is no reason to suppose that during the future course of the war this process is likely to be arrested. It is, indeed, plain, that after six months of hostilities, Admiral von Tirpitz and the Government which he serves, arrived at the same conclusion. They saw their whole policy broken down and that a new policy must be devised. Submarines they thought might succeed where dreadnoughts and cruisers failed. The change, no doubt, was adopted with extreme reluctance and many searchings of heart. The admission of failure itself is unpleasant, though we cannot regard the government responsible for the Belgian atrocities, as either scrupulous or humane, even the most reckless Government does not desire to perpetrate unnecessary crimes. As to what the German navy much have felt about the new policy we can only conjecture but German sailors are gallant men. Gallant men do not like being put on a coward's job, they know well enough that in the old days, which we are pleased to regard as less humane than our own, there was not a privateer man but would have thought himself disgraced had he sent to the bottom an unresisting merchantship, with all hands on board. It can have been no very agreeable reflection even to the German Navy League, that the first notable performance of the German fleet should resemble piracy, rather than privateering.

"We may, therefore, safely assume that nothing but the hope of decisive success would have induced the German ministers to inflict this new strain upon the honor of their country, yet decisive success has not yet been attained, and does not seem to be in sight. I claim no gift of prophesy, I make no boast for the future, but of the past I can speak with assurance.

"It may interest you to know that while the losses inflicted upon German submarines has been formidable, the British mercantile tonnage is at this moment greater than when the war began. It is true by this method of warfare many indefensible persons, women and children, as well as men, neutrals as well as gelligerents, have been robbed and killed, but it is not only the innocent who have suffered, criminals also have paid a heavy toll, some have been rescued as prisoners of war, but from the very nature of submarines it must often happen they drag their crews with them to destruction. Those who send them forth on their unhonored mission wait for their return in vain.

"Herein lies the explanation of the change which came over the diplomatic attitude of Germany towards the United States. Men ask themselves why the sinking of the Lusitania, with a loss of over 1,100 men, women and children was welcomed throughout Germany with a shout of triumph, while the sinking of the Arabic was accepted in melancholy silence. Is it because in the intervening months the United States has become stronger or Germany weaker? Is it because the attitude of the President varied? Is it because the arguments of the Secretary of State has become more persuasive. Is it because German opinion has at last revolted against lawless cruelty?"

"The reason is found elsewhere, found in the fact that the authors of the submarine policy have had time to measure its efforts and that deeds which were merely crimes in May are in September seen to be blunders."

## TERRIBLE EXPLOSION WAS FIRST WARNING THE PASSENGERS GOT

As Liner Hesperian Plowing Her Way Towards Atlantic

RECEIVES TORPEDO. Which Drenches Promenaders on Deck With Volumes of Water

London, Sept. 6.—The Allan Line steamer Hesperian with 350 passengers and crew of 300 aboard bound from Liverpool for Montreal was attacked without warning by a German submarine off the Irish Coast just as darkness was falling on Saturday evening last. Although the torpedo found its mark the vessel remained afloat, according to a statement issued by the company to-night. Every soul aboard was saved. Allan Line officials, however, decided not to give out the list of passengers. No submarine was seen, probably it was too dark to observe the wake of the torpedo; but all these passengers and members of the crew who arrived at Queenstown on the rescue steamer to-day agree that the attack was made by a German submarine, basing their opinion by force of

shock and a great volume of water thrown into the air. This dropped back on the deck, drenching the passengers who were taking after-dinner promenades, feeling quite safe in the belief they had passed the submarine danger zone. Force explosion was tremendous.

Passengers landed at Queenstown, many of them scantily clad, about 20 injured. There were no American passengers on board, so far as the American Consul could learn tonight. But two members of the crew were American citizens and they were both saved.

About 30 Canadian soldiers who were wounded in the battle in Flanders were going home to recuperate. Most of the other passengers were Canadians returning from a visit to English, or English people on their way to Canada to settle down. The torpedo struck the Hesperian's forward engine room and the ship immediately began to settle by the head. Captain Main ordered the passengers and crew into the boats, but himself with his officers remained on the bridge although at that time he must have felt sure that his ship would go down. The discipline was perfect.

### Passengers Tell Of the Torpedoing

Queenstown, Sept. 6.—Boats with passengers and members of the crew of the Allan line steamer Hesperian arrived here to-day. They told of torpedoing of the line on Saturday evening by a German submarine off the South Coast of Ireland. Passengers unanimous in declaring that the Hesperian was attacked without warning. The only person aboard the steamer who actually saw the underwater boat, was a man on watch who got a glimpse at it in the distance, and reported the fact to Captain Main. Passengers declare that the steamer was down by the head when they last saw her but she was making her way slowly towards Queenstown under her own steam.

### Washington Gets News of Hesperian Without Surprise

Washington, Sept. 6. (Official)—Washington received news of the torpedoing of the Allan liner Hesperian by a German submarine, with unexcited surprise though there was none of grave anxiety which followed the sinking of the Arabic.

While comment was withheld by both the White House and the State Department pending the detailed report of the attack, it was learned that high officials regarded as inconceivable that after the assurances given by the German Government last week, the German submarine commander had without warning launched a torpedo against a peaceful passenger vessel.

President Wilson and Secretary of State Lansing heard of incident the first time to-day through the Associated press despatches, and later was cabled reports from Ambassador Page at London.

Consul Frost at Queenstown announced the torpedoing of the Hesperian with a loss of about eight lives, but none of them American subjects. Several Americans are said to have been among the surviving passengers. Reports as made public by the State Department, made no mention whether the vessel was warned or whether she made any attempt to escape. Some significance is attached to Consul Frost's statement that the Hesperian carried mounted visible on her stern 4.7-inch rifle. While international law permits merchantmen have guns for defensive purposes particularly when they are all small calibre mounted afts, it was pointed out, if the Allan liner acted at all suspiciously after being approached, the presence of this gun probably would figure prominently in the submarine commander's explanation of torpedoing the ship.

The President to-night studied brief official reports, remaining in his study all the evening, seeing no callers. Both he and Secretary Lansing took the position that there could be no comment until all details of attack were made known.

### Torpedoed Barque Is Still Afloat

London, Sept. 5.—Word was received at Lloyd's to-day that the British barque Lewis, owned at San Francisco is still afloat. She is waterlogged.

### Perfect Order One Boat Upset

London, Sept. 5.—Major J. S. Barnes, who was returning to Canada with twelve officers and thirty-eight men to recuperate from wounds, said that perfect order prevailed.

One boat capsized through the falls getting jammed, someone cutting the ropes to facilitate the lowering of the boat.

The Hesperian, according to Capt. Main, was 30 miles west of Queenstown when she was torpedoed.

## Until Victory Crowns Her Arms Russia to Fight

London, Sept. 5.—A Petrograd despatch says that, presiding yesterday at the first meeting of the special conference, having for its object the discussion of measures to be taken for National Defense.

Czar Nicholas declared that the question before the conference was of grave importance, and concerned the more speedy equipment of the army with munitions, "which is the one object which our troops wait in order to stop foreign invasion, and bring success to our arms. Parliament has given me a resolution without the least hesitation, and the only reply worthy of Russia, a reply which I expected from it, namely, 'War until victorious.' I doubt not that this is the voice of the whole of the Russian nation."

### Violent Artillery Duels in France

Paris, Sept. 4.—Particularly violent artillery engagements took place yesterday to the north-east, and south-east of Arras, and at other points between the Oise and the Aisne, according to an announcement made to-day by the French War Office.

### Bermuda Swept By Tornado

Hamilton, Bermuda, Sept. 4.—A severe gale swept over Bermuda last night, uprooting trees and doing damage to other property.