

# "VICTORY" FLOUR-- The Highest Grade Milled.

## BALFOUR

### First Lord of the Admiralty, Sets Forth the Failure of the German Submarine Policy.

10.30 A.M.

LONDON, To-day. Arthur J. Balfour, First Lord of the Admiralty, contributes the following letter to the British press: "Much has been written about Germany's military methods and aims on land not so much about the aims and methods at sea, yet in truth the two are so intimately connected, that neither can be understood apart from the other. In 1900 Germany first proclaimed her policy of building a fleet against Britain from the point of view of her own ambitions. The policy was a perfectly sound one. She aimed at world domination. Against world domination in the British fleet from the time of Queen Elizabeth to the present has always been found the surest and most effectual protection. The Germans have 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, and in 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 a power which as they saw clearly enough was the 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 was clearly and cautiously expressed in the famous preamble of the Navy Bill. It is unnecessary to add that the German Navy League entertained a much more ambitious design. 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 thirteen months ago. There is no reason to suppose during the future course of the war that 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, are at the same conclusion. They saw the whole policy broken down, and that a new policy must be devised. Submarines, they thought, might succeed where dreadnoughts and cruisers failed. The change was no doubt adopted with extreme reluctance and many searchings of heart. The admission of failure itself is unpleasant, though we cannot regard a Government responsible for Belgium atrocities as either scrupulous or humane, even the most reckless Government does not desire to perpetrate unnecessary crimes. As to what the German Navy must have felt about the new policy, we can only conjecture, but German sailors are gallant men, and 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's man but would have thought himself disgraced had he sent to the bottom an unresisting merchant ship with all hands on board. It can have been a 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 nothing but the hope of decisive success would have induced German Ministers to inflict this new stain upon the honor of their country. It is not only the hope of decisive success, but the hope of a moment greater than it was when the war began. It is true that by this method of warfare many inoffensive persons, women and children as well as men, neutrals as well as belligerents, have been robbed and killed, but it is not only the innocent who have suffered, but the 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 that 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 making the change, which came over the diplomatic attitude of Germany towards the United States became stronger or Germany weaker? Is it because the attitude of the President varied? Is it because the arguments of the Secretary of State became more persuasive? Is it because German opinion has at least revolted against lawless cruelty? The reason must be found somewhere. It is 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, in September are seen to be blunders.

## TO-DAY'S Messages.

### THE HESPERIAN IN QUEENSTOWN

LIVERPOOL, To-day.

A statement issued at office of Allan Line says: The Hesperian had on board 350 passengers and crew of 200. The passengers were taken off a part of the crew remained on board the liner, which has been towed to Queenstown. When the tackle became jammed, those on the boat were thrown into the water. Darkness and confusion naturally prevailed, but all were picked up, and with other passengers and crew transferred to the rescue steamers which arrived in answer to wireless calls for assistance. The Hesperian was about 150 miles westward when struck.

### THE LONDON BUDGET.

LONDON, To-day.

Either the driving power of the Austro-German offensive against Russia is nearly exhausted, or the German General Staff has decided that their armies penetrated the Russian Empire.

armies especially in the marshy region cannot hope to carry on operations much longer. Some reports states the Germans and Austrians already moving troops to the Serbian, Roumanian and Western fronts. In the western one, the heavy artillery of the Allies are still bombarding the German lines and doing all damage possible, trying to break the morale of the German troops, but thus far there is no indication of a general offensive. Paris reports the Turks delivered an unsuccessful night attack against the British position near 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 Turks, as a result of the heavy losses in Gallipoli. No evidence of this however is to be found among the Turkish troops, who are reported to be fighting with all their stubbornness.

### MAN ON WATCH SAW SUBMARINE.

LONDON, To-day.

The Allan Line steamer, Hesperian, with 350 passengers and crew of 200 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. Although the torpedo found its mark, the vessel remained afloat, according to statement issued by the Company last night and every soul aboard was saved. The 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 the passengers and members of the crew who arrived at Queenstown in the rescue steamer yesterday agree the attack was made by a German submarine, basing their opinion on the force of the shock and the great volume of water thrown into the air. This dropped back on the deck, drenching the passengers, who were taking an after dinner promenade and feeling quite safe in the belief they had passed the submarine danger zone. The force of the explosion was tremendous and of the passengers landed at Queenstown many of them were scantily clad and about 20 injured. There were no American passengers aboard, so far as the American Consul could learn last night, but two members of the crew were American citizens. They were both saved. About 30 Canadian soldiers who were wounded in battle in Flanders were going home to recuperate. Most of the other passengers were Canadians returning from a visit to England, or English people on their way to Canada to settle. The torpedo struck the Hesperian forward of the engine room and the ship immediately began to settle by the head. Captain Main ordered the passengers and crew into the boats, but with his officers remained on the bridge, although at that time they must have felt sure that his ship would go down. Discipline was perfect. The passengers were unanimous in declaring the Hesperian was attacked without warning. The only person aboard the steamer who actually saw the underwater boat was the man on watch, who got a glimpse of it in the distance and reported the fact to Capt. Main.

### WASHINGTON WITHHOLDS COMMENT.

WASHINGTON, To-day.

Official Washington received the news of the torpedoing of the Allan Line, Hesperian, by a German submarine with some surprise, though there was none of the grave anxiety which followed the sinking of

the Arabic, while comment is withheld at both the White House and State Department, pending a detailed report of the attack, it was learned high officials regarded it as inconceivable that after the assurances given by the German Government last week, a German submarine commander had without warning launched a torpedo at a peaceful passenger vessel. President Wilson and Secretary of State Lansing heard of the incident first yesterday through the Associated Press despatches and later from cabled reports from Ambassador Page at London and Consul Frost at Queenstown announced the torpedoing of the Hesperian with the loss of about eight lives, none of them American. Several Americans are said to have been among the surviving passengers. The reports as made public by the State Department made no mention of whether the vessel was warned or attempted to escape. Some significance is attached to Consul Frost's statement that the Hesperian carried mounted and visible on her stern a 4.7 inch rifle. While International Law permits merchantmen to have guns for defensive purposes, particularly when they are all of small calibre mounted aft, 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 the torpedoing. The President tonight studied the brief official reports, remaining in his study all evening and seeing no callers. Both he and Secretary Lansing took the position there could be no comment until all the details of the attack were known.

### DANISH STEAMER SUNK.

LONDON, To-day.

Lloyds announce that the Danish steamer Frode has been sunk and the Captain and 18 members of crew saved. The Frode was 2050 tons and owned in Copenhagen.

### Trouble Between Man and Wife.

The police were called to arrest a tradesman at the instance of his better half late Saturday night. The wife complained that her husband had been brandishing a razor and threatened to take her life; also that he was not giving her support. In court to-day "hubby" denied the charge that he had made any threat, though he admitted having the weapon in his possession. The charge of non-support he did not dispute and was ordered to give bonds to support his family.

Ian MacKenzie, the world-renowned Scottish Baritone of Crystal Palace, Royal Albert Hall and Queen's Hall Concerts, London, England, will appear at Rossley's East End Theatre, Monday, Sept. 13th.—sep6,11

CLEARED FOR OPORTO.—The schr. Thomas has cleared from Belleoram for Oporto kod fish laden.

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**OUR MUTUAL GIRL** "HIS FIRST FALSEHOOD"—One of these side-splitting Keystone.  
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**BERNARD SPENCER and MISS K. RING, at the Piano. JOSEPH F. ROSS, Master of Effects.**

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### Here and There.

**LOADING OIL.**—The bargt. Alencia is now loading oil at Job's premises for the Old Country.

**BONAVENTURE OFF.**—The S. S. Bonaventure sailed this morning for Sydney to load coal for here.

**The quality of Vinola Flour is always the same—the Best.**  
sep3,6,8

**PIT PROPS.**—The Norwegian steamer Ada left King's Cove yesterday for Swansea with a load of pit props.

**ORE CARGO.**—On Saturday the S.S. Hermes left Bell Island with a cargo of ore for Sydney, shipped by the Dominion Iron & Steel Co.

**Ian MacKenzie is without a doubt the best Scottish Baritone on this side of the Atlantic.**  
Scotsman, Boston.—sep6,11

**HERRING SHIPMENT.**—The schr. Quick Step has cleared from Moreton's Harbor for Lunenburg with one thousand barrels of herring.

**ATTILA ARRIVES.**—The bargt. Attila, 28 days from Pernambuco, arrived in port yesterday in ballast to Baine Johnstone & Co.

**Write for price of Vinola Flour. We have it in stock and to arrive. P. H. COWAN, 276 Water Street.**—sep3,6,8

**MORE DIPHTHERIA.**—A case of diptheria is reported to the Health Authorities from a house on Ronnie's Mill Road. The patient is a two year old girl, who is gone to hospital.

**Ian MacKenzie, appearing in New York, is known throughout the country as the leading Scottish singer.**—Boston Post.—11

**BEING OPERATED ON.**—Mr. Chas. Grace, son of Mr. J. P. Grace, is being operated upon at the General Hospital to have a growth removed from a vital part of the body.

**Ian MacKenzie, the finest Scottish Baritone I ever had the pleasure of hearing.**—Harry Lauder, Empire Theatre, Edinburgh.—sep6,11

**ON DOCK.**—The S. S. Susu entered the dry dock this morning for a general overhaul and painting. She is expected to get away on the Fogo route at 10 a.m. on Wednesday next.

**Ian MacKenzie, from the moment he made his bow to the Newcastle-on-Tyne audience, delighted one and all. He is a great Scottish singer.**—Weekly Report.—sep6,11

**WITH THE VOLUNTEERS.**—The volunteers of the Reserve Force spent Saturday last in Swedish and squad drill. Several of the men received instruction regarding the cleaning of rifles.

**MR. H. W. STIRLING, L. L. C. M., receives pupils in Organ, Piano, Singing, Harmony, etc. Full particulars on application at the Studio: 29 VICTORIA STREET.**—sep6,7,9,11

The Prospero reached Orizaba this forenoon.  
The Portia sails West on Wednesday.

**Mapleton's Peanut Butter is made in England. When you buy it you will know its value. When the children get it on their bread they know its quality. Cheap nourishment these strenuous times. The proof of the pudding is the eating of it.**

### DIED.

Died on Sept. 4th, at Tilling, Fogo, N.B., of Meningitis, Mabel Bryan, aged 2½ years, daughter of Mr. P. J. and Mrs. Bryan.

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**RESERVIST TRANSFERRED.**—Mr. Fred Churchill, formerly of the police force, who left here with the contingent of reservists on H.M.S. Niobe, is now attached to a Canadian warship, having been transferred recently.

**MINARD'S LINIMENT CURES GARTERS IN COWS.**

## The Archbishop at Topsail.

Yesterday His Grace Archbishop Roche, accompanied by Rev. J. McDermott, Administrator, Rev. Frs. Pippy and Nangle, visited Topsail and was received by the people in a very enthusiastic manner. Bunting was displayed at various points along the route, and six arches that had been erected for the occasion bore appropriate mottoes of welcome. High Mass was celebrated at 11 o'clock by Fr. Kelly, assisted by Frs. Pippy and Nangle, whilst ministering to His Grace were Rev. J. McDermott and Rev. T. Gough, P.P., Portugal Cove. Mr. John Fox of St. John's kindly and most acceptably presided at the organ. After Mass an address and purse were presented to His Grace by the parishioners of Topsail. His Grace made a pleasing reply, thanking the people for the sentiments expressed and for the tokens of affection which he witnessed on all sides. He referred to his residence in the parish for ten happy years, and the special place the people of Topsail should have in his thoughts on that account. He also spoke of the serious loss which Kelligrews experienced in the burning of their beautiful church and school, and pointed out that one of his first acts on being made Archbishop was to cause the erection of a new school. He promised them that in the near future, as soon as circumstances will permit, a new church will be built both at Kelligrews and Topsail, and concluded by wishing the people every happiness and prosperity. The Star of the Sea Society lined the space between the church and the gate and added considerably to the success of the reception. After Mass His Grace with the attendant priests motored to Powerscourt, where lunch was served. In the afternoon His Grace accompanied Mr. Kelligrews to inspect the new school and view the arches. Thus ended a red letter day for that thriving little parish of Topsail.—Com.

## Reids' Boats.

The Argyle sails from Placentia this afternoon on the Merasheen route.  
The Clyde arrived at Lewisporte from the north at 8.25 p.m. yesterday, sails south to-day.  
The Dundee left Port Blandford at 8.10 a.m. to-day.  
The Ethie left Clarendville at 6.20 a.m. to-day.  
The Glenace left Grand Bank at 7 p.m. on Saturday, going west.  
The Home left Port aux Basques at 12.30 a.m. to-day.  
The Kyle leaves Port aux Basques for North Sydney to-night.  
The Melgie is due at Flower's Cove from North.  
The Sagona arrived at Dominio at 4 p.m. yesterday going north.

## Here and There.

**CONVALESCENT.**—Mr. C. J. Ellis, who was seriously ill, is now convalescent and expects to be at work again in the course of a few days.

**EXPRESS ARRIVES.**—The Kyle express and local from Carbonear and Heart's Content train arrived in the city together at 12.15 p.m. to-day.

**UNDERGOING REPAIRS.**—The bargt. Lake Simcoe is now on dock undergoing general repairs and painting after which she will load codfish for the Brazilian market.

**DIPHTHERIA.**—A case of diptheria was reported to the Health Authorities from McNeil Street on Saturday last. The patient, an 8-year-old girl was removed to hospital.

