

SINKING OF ARMENIAN BY GERMAN SUB.

**Captain Tried Bravely to Escape
From the Pirates, But
Unsuccessfully.**

NINETEEN LOST

**Tentons' Shell Fire Out Falls as
Boat Was Being
Lowered.**

London Cable.—There were eleven Americans among the nineteen members of the crew who lost their lives in the sinking of the Layland Line freight steamer Armenian by the German submarine U-33 off Trevose Head, Cornwall, on Monday. Some members of the crew were killed outright when the German torpedo struck the ship.

When sunk by the German submarine the Armenian was carrying a cargo of 1,422 mules from Newport News, to Avonmouth, the animals to be used by the French armies in Belgium and France. The vessel had a crew of 72 men, and carried 96 mules as mule-tenders.

The submarine was first sighted by the man at the wheel, and though the ship was pushed to the limit, the under-water craft rapidly overhauled her and commenced shelling. The Armenian's efforts to keep her stern to the submarine were futile.

The faster vessel circled the freighter, and the German commander, speaking through a megaphone, ordered the Armenian's captain to surrender or he would sink the ship. The skipper of the Layland Line struggled hard to evade the undersea boat, but the latter dived and a shell through a skylight into the steamer's engine-room, putting the engines out of action. The Armenian then surrendered.

Lifeboats were lowered and the crew and some 70 mule-tenders, nearly all Americans, scrambled into them. As one of the boats was being lowered a shell from the submarine cut the falls of the boat. The occupants were spilled into the water, and presumably were drowned.

Five boats loaded with survivors got away. The submarine then fired two torpedoes into the Armenian and the vessel sank within 30 minutes. The survivors rowed around in the boats till Tuesday morning, when a steam trawler landed them at Avonmouth.

THE CAPTAIN'S STORY.

Captain Trickey, of the Armenian, in an interview to-day, said that he only surrendered to the German submarine when the freighter was afire in three places, and after the ship's engines had been put out of action and a dozen members of the crew had been killed by shrapnel fire. Most of the members of the crew who perished Captain Trickey said, were Americans.

"The submarine as a signal for us to stop," said Captain Trickey, "first put a couple of shots over our bows when we were four miles off. I put my stern to him and ran for it."

"The submarine then began to shell us in earnest, the shrapnel hitting all round us, killing several of the crew and knocking others overboard. I soon realized that the enemy was gaining on us, but I did not propose to surrender without a struggle. But my steering gear was soon hit, and placed out of commission. Then a shell fell into the engine room and another carried the Marconi house away. Still another cut down the funnel and disabled the stokers, preventing them from keeping steam up."

"By this time the ship was on fire in three places and I decided to surrender. We had resisted the enemy for an hour, and 12 or 13 men lay dead on the deck."

"The submarine commander then forced me to clear ship and at seven minutes past eight the Armenian went down, shattered by two torpedoes."

ACTION OF UNITED STATES.

Washington Report.—There was no indication to-day that the torpedoing of the Armenian with the loss of American lives might not be as serious as the United States viewpoint at first thought. Officials at the State Department still found themselves without sufficient facts on which to base a definite conclusion. It was generally agreed that the President's protest to Germany on the submarine issue must be the guide of the Administration in determining its attitude toward the Armenian case after all the facts have been developed. In this connection the following sentence from the note of June 9 was pointed to as having particular significance: "The question of resistance to a flight when ordered to stop for the purpose of visit on the part of the merchantman has ever been held to forfeit the lives of her passengers and crew."

A ROTHSCHILD WAR PRISONER.

Berlin Cable.—A Bavarian courier reports that among the prisoners of war at Leherenfeld (one of the quarters of Vienna) is a member of the Paris branch of the Rothschild family, who was captured while driving an automobile. The courier declared that efforts made through the Spanish Embassy to have special treatment accorded to Mr. Rothschild resulted in his being compelled to go to work in the hay fields with other prisoners at 4 o'clock the next morning.

SUB. VICTIMS

**British Barque Thistle Bank and
Steamer Lomas.**

London Cable.—The British barque Thistle Bank, which sailed from Bahia Blanca, Argentina, April 26, with a cargo of wheat for Queenstown, was torpedoed by a German submarine yesterday at a point off Fastnet, Ireland. Some of the crew were landed at Baltimore, a small seaport 47 miles south-west of Cork.

The British steamship Lomas, bound from Argentina for Belfast with a cargo of corn, was sunk by a German submarine Wednesday afternoon sixty miles west of the Solly Islands.

The submarine first fired two shots, presumably at a summons to haul to, but the second shell struck the steamer, sinking the second officer. The crew took to the boats and were picked up by a Belgian trawler and landed at Milford Haven.

The submarine sent the Lomas to the bottom by a torpedo and shellfire.

BIG BATTLE NEAR TRIESTE

**Struggle On the Austro-Italian
Frontier Heavily Resumed.**

**New Ally Slowly Advancing On
the Isonzo Front.**

London Cable.—A great battle is developing along the Isonzo River between the Italian and Austrian forces, where operations had been almost suspended for several days on account of the bad weather. Both the Italian and the Austrian official reports declare that the other side is attacking unsuccessfully, the latest communication from Rome particularly mentioning engagements at Castelle Nuovo and near Plava.

On the rest of the Italian battle front the bad weather continues, preventing even artillery actions by reason of the poor light conditions. Meanwhile farm hands are approaching the front and gathering the available wheat crops under cover of the fog.

The Italian troops have occupied the important position of Renikskendj, which dominates Plesco, north of Tolmino. On the Tonalite front the bombardment of Monticello and Saccagnana positions has been begun. On the Carnic front, at Monte Croce Pass, and the Val Piccolo, the Austrians vainly attempting to retain the positions they have lost, have been throwing asphyxiating bombs.

The Italian War Office statement is as follows:

"On the Tonalite front we have begun the bombardment of the Monticello and the Saccagnana positions, disturbing the enemy's fortification works. Reconnoitering parties in the Val Padola ascertained that the Austrians were preparing fenced trenches, which we are destroying."

"On the Carnic front the Austrians vainly reattacked Monte Croce Pass and the Val Piccolo, throwing asphyxiating bombs. Our artillery has dispersed assemblages of troops on the northern slopes of Freikafel and Val Grande. The shelling of Fort Hanzel has been resumed. Our troops have solidly occupied the important position of Banikskendj, dominating Plesco."

"On the Isonzo our advance continues slowly. The heavy rains have transformed the trenches into torrents. The Austrians are attempting in vain to recover their lost positions. The activity of the Austrian aviators continues and they have succeeded in making some victims among Italians. Our aviators, on the other hand, have bombarded the troops of the San Daniele station."

A despatch to the Morning Post from Cervignano says that the Austrian Generals Dankl and Rohr have been withdrawn from the Italian field of operations by order of the Emperor, because of their failure to anticipate and meet Italian surprise attacks at several important strategic points. A Budapest despatch to the Post says that the Austrian forces on the Italian frontier have been considerably reinforced and are assuming the offensive.

The Austrian official version of the fighting, as received from Vienna to-night, is as follows:

"The Italian general attack renewed yesterday by several infantry divisions against the Austro-Hungarian positions on the Doberdo plateau was everywhere repulsed, with heavy losses for the Italians. The enemy's main charge was directed against the front comprising Saccagnana and Monte Dorsich, northeast of Montefalcone. The first Austro-Hungarian trenches were entered by the Italians, who, however, were driven back into the valley by a counter-attack. The slopes of Monte Dorsich were covered with bodies of Italian dead."

"The charge against the heights east of Montefalcone and one to the northeast of Saccagnana, as well as several lesser charges against the Gorizia bridge-head, broke down. After this defeat the enemy has remained quiet on the northern Isonzo front. On the Carinthian frontier the cannonade continues."

TRIED TO KILL HUERTA.

Washington, D. C. Report.—An announcement was made to-night by Genor Eliseo Arrondondo, confidential agent of the Carranza Government, here that an attempt was made to assassinate General Victoriano Huerta at El Paso to-day. According to the announcement which was based on a telegram received from El Paso, a heavy block of lead was dropped by some unknown person from the third storey window of the First National Bank at El Paso, which General Huerta was about to enter, and narrowly missed striking the ex-dictator.

GERMAN DRIVE IN ARGONNE WAS FAILURE

**Assault in Heavy Force, With Aid
of Gas, Blocked by the
French.**

FROM THE EAST

**Tentons Are Rushing Great Bodies
of Troops From the Russ
Front.**

Paris Cable.—The French forces in the Argonne have survived another great onslaught against their lines in the region of Four de Paris, with the result that to-day the point is firmly established about 200 yards in the rear of the former first line trenches, which were completely destroyed by German high explosive shells of large calibre.

This German attack, which was the fourth in two days, was delivered on Wednesday by a force estimated by the French War Office at two divisions, or 40,000 men. The French front trenches had been previously obliterated by bombardment, and the troops who clung to the ruined positions were forced to fall back by the employment of asphyxiating gas shells.

When the German infantry rushed forward, however, and crossed the first French line with the intention of piercing the main positions on the second line they found themselves facing an immovable obstacle. The French second line nowhere yielded ground, and counter-attacks were immediately delivered and the enemy driven back within a short distance of his original positions.

The bombardment was continued to-day, but with less intensity, and two new German attacks were easily checked by French artillery fire.

TROOPS FROM RUSSIAN FRONT.

On the rear of the western battle front the fighting has been confined to artillery duels, particularly to the north of Arras and on the Aisne front. Two German attacks against the new French front in the Vosges were at once repulsed.

The Germans are believed to be transferring large forces of troops from the Russian to the French front, as the closing of the Belgian-Dutch border several days ago now has been followed by similar measures on the German-Swiss frontier. The Swiss-Baden line has been closed since Sunday. The Wurttemberg border was closed to-day. Travelers who proceeded by boat from Switzerland to Friedrichshafen were reduced to the alternative of returning immediately or remaining in Germany for several days, possibly several weeks.

The Swiss people are wondering what is happening on the other side of the Rhine. No German trains are arriving at Constance and the Swiss railway, as a consequence, has been obliged to suspend its international service in this section. The German have succeeded in the steamer service on Lake Constance, Swiss, as well as other neutrals including Americans, have been unable to enter Switzerland, all being stopped at the frontier.

KINGSTON PROF. NOT BELIEVED

**Sensation at Probe Into Torpedo-
ing of the Lusitania.**

**Extra Sitting Held in Regard to
Collapsible Boats.**

London Cable.—With the object of clearing up some questions submitted to the British board of Trade in the Lusitania inquiry, Baron Mersey held another public hearing here to-day.

Prof. Martialis, of Queen's University, Kingston, Ont., who stated he was a retired officer of the French army, created a diversion by complaining of the treatment accorded to rescued passengers of the Lusitania by the Cunard company. He alleged the survivors had the greatest difficulty in obtaining dry clothes, food, accommodation or transportation.

Prof. Martialis also stated that the second explosion on the ship resembled the sound which would be caused by ammunition, "like a Maxim gun." He also charged the company with indifference to the interest of the passengers in carrying a dangerous cargo, and criticised the manner of conducting rescue work.

Counsel of the Cunard line then read a letter written by Prof. Martialis to the company after the disaster, in which the writer asked that cash be advanced on his lost baggage, or he would give evidence "not to the credit of the company or the Admiralty."

"Doesn't that imply you wanted money to keep your mouth closed?" The witness explained that he meant he would bring a separate action apart from the inquiry unless he was paid, but he denied that he remained silent at the inquiry for that reason.

"I don't believe you," declared Lord Mersey.

The witness expressed indignation at such an explanation of the letter, but the presiding officer was unyielding, and the professor left the stand in high anger.

One of the objects of reopening the

enquiry was for the purpose of reviewing the testimony relative to the state of collapsible boats. She evidence regarding these boats was largely technical as to whether they were capable of being used, and if the skin had been removed.

Lord Mersey said the particular evidence he desired was whether the grips and lashings were loose, the evidence regarding which was contradictory, but an expert stated if the lashings had been loose the boats would have floated from the deck when the ship sank.

Chief Carpenter Robinson, on being re-examined, said that he himself had removed the lashings on eight lifeboats and saw that the remainder was being attended to by stewards. He believed all the boats floated after the ship sank.

Capt. Turner, on being called, was asked whether there were Canadian or other troops aboard the vessel. He replied promptly, "None whatever."

A Board of Trade expert testified that a distance of 150 feet, with two bulkheads, separated the hold where the empty shell cases were stowed and the nearest point struck by the torpedo. This testimony ended the enquiry.

HANGING FOR WIFE SLAYER

**"Brides-in-Bath" Case in London
Ends in Conviction.**

**Judge's Words Strong Against
the Prisoner.**

London Cable.—A verdict of guilty was brought in by the jury to-day in the case of George Joseph Smith, who was charged with the murder of three of his wives. It had been alleged by the Crown that Smith had killed his wives while they were in their baths, and had collected insurance money on their lives.

Smith was sentenced to death. "You will hang me before you're done, my Lord," was Smith's excited outburst while Mr. Justice Scrutton was summing up the case. The prisoner quickly followed with: "You cannot hang me for murder; I've done no murder. This is a disgrace to a Christian country."

Smith's first explosive utterance voiced the general impression in the crowded courtroom as Mr. Justice Scrutton presented the court's estimate of facts for and against the prisoner. The judge told the jury that while no direct evidence connecting Smith with the death of Beatrice Munro, one of the three wives, with the murder of whom he was specifically charged, there was seldom anything but circumstantial evidence in cases of cold-blooded, calculated murder.

The jury, continued the court, must consider if Smith had opportunity and motive. There was no doubt that he had opportunity and if he gained by the woman's death the jury could see the motive. Even then, continued the justice, the jury might not be sure whether the deaths were accidental or designed, but if it were found that an accident which benefited the prisoner happened a number of times they could draw a strong inference that so many accidents benefiting him could not happen unless by design.

After Mr. Justice Scrutton concluded his summing up it took the jury just twenty-two minutes to find a verdict of guilty of murder against Smith. Asked if he had anything to say before sentence was passed, the prisoner, who seemed dazed by the verdict, took a full half minute before showing that he realized the purport of the question.

"I can only say I am not guilty," he finally said. He stared blankly at the judge as he assumed the black cap, but he bore the ordeal of the judge's brief address and subsequent pronouncement of sentence grimly. Before he was removed to the cells he thanked Counsel Hall for what he had done, adding: "I still have great confidence in you and I shall bear up."

He then walked firmly to the cells. Addressing the prisoner before pronouncing sentence, the judge remarked that he entirely concurred in the verdict. He did not propose, he said, to follow the practice of some judges of warning the public against the repetition of such crimes or in exhorting the prisoner to repentance.

"I don't believe there is another man in England," the judge said, "who needs to be warned against the commission of such a crime, and to exhort you to repentance would be waste of time."

After passing sentence on Smith the judge remarked that perhaps the jury would be interested to know, as showing that their verdict was right, that there was evidence which had not been presented in court to the effect that the prisoner had gone through the ceremony of marriage with two other women, both of whom he had robbed of considerable sums of money.

ITALIAN SHIP SUNK.

London Cable.—The Italian ship Sardinia, timber laden, was torpedoed without warning five miles from Castletown Bearhaven, Ireland. Two of the crew were killed outright and several were wounded or missing. Seven were saved. The Sardinia was sailed from Bunbury on February 21 for London. She was a vessel of 2,000 tons gross and was built in 1882.

REPRIEVE FOR BECKER.

Albany, N. Y., Despatch.—Governor Whitman to-day granted Charles Becker, the former New York police lieutenant, under sentence of death, a reprieve until July 26.

The Governor said that he would take no further action in the case than the granting of the reprieve. This means that if the United States Supreme Court does not interfere, Becker will have to die.

SHORT ITEMS OF THE NEWS OF THE DAY

**London Firms Are Fortifying
Their Buildings Against the
Zeppelin Raiders.**

SUB. VICTIMS

**Lake Superior Division of the
G. T. P. Taken Over by
Government.**

Duncan Ross, ex-M.P. for Yale-Carlboo, B.C., is dead.

Many London firms are fortifying against German Zeppelin raids.

Mrs. Annie Kehoe, 193 River street, Toronto, was killed by a Lake Shore car.

Robert McFaul, a Kingston merchant, was fatally injured by a street car.

The Montreal Tramways agreement is held up pending the injunction decision.

Roy Young, of Guelph, died from injuries received by being struck by a street car.

Another 100 Canadians left Toronto for Britain to join the army of munitions workers.

Extra officials have been put on the Niagara boats to watch for undesirable entering Canada.

Danley Wajik, aged 30, a Finlander, was struck and fatally injured by an automobile on Dundas street, Toronto.

A tornado that swept part of Ottawa County, Northeastern Oklahoma, Wednesday night, was reported to have killed six persons.

Charles Harold Porter, aged 25 years, of Toronto, a fire ranger, was drowned on Monday in West Shining Tree, near Sudbury.

John Campbell, a well-to-do and highly-respected farmer on the 9th concession of Howick, ended his life Wednesday morning.

Four fishermen were drowned and three others had narrow escapes when their boat capsized in the surf at Ocean City, Md., Thursday.

A double drowning is reported from Grindrod, four miles north of Enderby, B.C., the victims being Olive Skyrme and her mother.

Mrs. Edward Dreier, Preston, who was badly burned Wednesday while making paraffine, died Thursday afternoon about 1 o'clock.

The British steamer Scottish Monarch, bound from New York for Manchester with a cargo of sugar, was torpedoed and sunk by a German submarine.

The London & Port Stanley Railroad Thursday came back into the hands of London city on the expiration of the franchise held by the Pere Marquette Railway.

Robert E. Harris, K.C., of Halifax, has been appointed to the Supreme Court of Nova Scotia, succeeding Mr. Graham, who was promoted recently to the position of Chief Justice.

The Norwegian barque Kotka was sunk off Fastnet by the gunfire of a German submarine. Twelve men of the crew were landed at Queenstown after being six hours in lifeboats.

Sir Edward Grey, British Foreign Secretary, has returned from several weeks' vacation, necessitated by trouble with his eyes. It was stated that he will resume his duties at the foreign office within a short time.

Naval Flight Lieutenant L. E. Watson was killed near Eastborne on Wednesday while making a flight in a biplane. The machine became uncontrollable while at a height of 1,000 feet and plunged to the earth.

The Italian Government is understood to have protested to both Serbia and Montenegro against the occupation of Albanian territory by their respective troops. Italy also has protested to the Governments of Great Britain, France and Russia.

General Barend Wessels, ex-member of the Council of Defence of the Union of South Africa, was acquitted at his second trial on a charge of treason at Bloemfontein. He was convicted at his first trial, but secured a new hearing.

While at work assisting to install a new fire alarm circuit at the corner of Ferry and Sandwith streets, Windsor, Robert Thurlow, aged 30, a city fireman, was electrocuted when the steel spurs he wore came in contact with a high-tension Hydro-Electric wire.

H. A. Reynolds, chief engineer of the steamer Thomas Walters, of the Becker Fleet, Cleveland, is dying, and Harry Borkhardt, fireman, is fatally injured as a result of an explosion aboard the Walters at Duluth, which wrecked the afterhouse.

Woman suffrage was defeated in the Wisconsin Legislature, at least for the next two years. An attempt to have the suffrage bill, previously defeated, reconsidered by the Senate was killed by a vote of 17 to 14.

The Lake Superior division of the Grand Trunk Pacific was taken over by the Government Thursday under lease, and will be operated from to-day as part of the National Transcontinental Railway. The rental, as announced previously, is \$600,000.

GERMAN PAPERS SUSPENDED.

Amsterdam Cable.—Several Socialist papers in Germany have been suppressed for reproducing the Socialist appeal for peace, which was originally published by the Berlin Vorwaerts, resulting in that paper's suspension. The papers suppressed for reprinting the article include the Koelnischer Volkszeitung and the Goerlitzer Volkszeitung.

CHICAGO TIE-UP

**Lumber Yards and Brick Plants
Close Owing to Strike.**

Chicago Report.—Forty-three of Chicago's largest lumber yards, and 65 brick-making plants, were closed for business to-day, throwing several thousand men out of employment.

The establishments will not make deliveries of any building materials until the strike of 16,000 carpenters is settled, according to announcement made. The eleventh hour decision of the allied building construction and material interests to continue manufacturing operations, but not selling, placed a more optimistic aspect on the lockout against the carpenters and other building trades workmen.

No building material, either brick or wood, will be permitted to reach any building contractor or manufacturer in Chicago, it was declared, however, until peace is restored in the industrial war.

WILL HE "SPLIT"

**Rumor That Becker Will Name
"Men Higher Up."**

New York Report.—The next step to save Charles Becker from execution for the murder of Herman Rosenthal will be the selection of new counsel to represent him in an appeal to the United States Supreme Court. Martin T. Manton, who has represented Becker up to the present, and who has announced that he will retire from the case, was not prepared to-day to say what attorney will lay Becker's appeal before the Supreme Court.

"Becker's constitutional rights have been invaded," said Mr. Manton. "In that lies the opportunity to apply to the Supreme Court of the United States."

Mr. Manton would not admit that Becker had offered to tell Governor Whitman the names of men higher up in graft dealings in which Becker was concerned. It was learned from Mr. Manton that Mrs. Becker will not go to Albany to make a personal appeal to Governor Whitman.

Robert C. Taylor, the assistant district attorney, who represented the State in the previous appeals Becker has made, said there was no ground whatever for an argument that Becker's constitutional rights were violated.

It was pointed out to-day that an application for an appeal to the Supreme Court would not act as a stay in execution of Becker's sentence and it would be necessary for Becker's counsel to obtain either a writ of habeas corpus from a Federal judge or a writ of error from a member of the United States Supreme Court.

CROWN PRINCE

**Belief is General That German
Heir is Dead.**

London Cable.—The mystery which has been felt here for some time respecting the whereabouts, and even the life, of the German Crown Prince, was cleared to-day by unofficial despatches from Paris mentioning a German attack on the French positions near Verdun, and failing to speak positively of the Crown Prince, who supposedly is in command of the German troops in that region.

There have even been reports current of late here that the German Crown Prince is dead. It is likely that these reports have found their origin in the strange lack of news respecting the Crown Prince, several weeks since he had been mentioned in thoroughly authoritative messages, a remarkable change, when it is recalled with what frequency his name figured in the despatches at the beginning of the war, and even up to a short time ago.

The best information at hand located the Crown Prince with the German armies at Verdun. Various despatches for the past few months have, in fact, stated that he was in that vicinity. Previously he had been at one time or another on almost every front in the western theatre of war.

The Paris despatches to-day which speak of the attack on the French positions near Verdun, say that the offensive apparently was made to withdraw attention from the region north of Arras, where the Germans have of late met with decided reverses. The Verdun attack did not meet with success, says the despatch, the Germans having been stopped short by a terrific fire from the French artillery.

SHOT DOCTOR

**Murder and Suicide Followed Re-
fusai to Give Drugs.**

Hamilton, Ont., Despatch.—Dr. Harry Williams, who came to Hamilton a few months ago to take the practice of Dr. Victor Ross, while the latter was away in Muskoka for his health, was murdered on Friday, at noon, in his office. About 11 o'clock Hepworth Holmes, of Toronto, called at the office and, after waiting for more than an hour, Dr. Williams came in and received him. The two went into the doctor's private office, and, after a few minutes, five shots were heard. When investigation was made Dr. Williams was dying and Holmes was unconscious. The former had been shot three times; the latter twice. The police investigated and the only theory they could advance was that Holmes had shot the doctor when the latter refused to supply him with forbidden drugs, and had then shot himself. Holmes was hurried to the hospital, where he also died.