

LOW  
head and pies  
pastry will  
e them with  
TY  
OUR  
Better Bread  
for yourself.

TAILS OF HIS  
RECRUITING PLAN

Following up his suggestion made in  
Evening Times on Monday last, as  
new way to get more men to join  
colors in the province, Michael Ma-  
has developed further definite de-  
of his scheme. He thinks a plan on  
following lines would help:

all meetings of the merchants and  
businessmen, in the different cities,  
and villages of the province, to  
press upon them that the fate of the  
ire is at stake, that Canada and every  
on of it have as much at stake as  
other part of the British empire, and  
it is up to every man and woman in  
side the cities, towns and districts  
sections, giving each business man  
some territory to cover—to make a  
of the different houses, the names  
of the different male occupants of each,  
ages, health, whether married or  
; the financial position and condi-  
of each and to thoroughly canvass  
eligible prospect as a recruit to the

These business men should promise  
employees who enlist that their  
is would be kept open for them; and  
ossible, that they (the employer)  
not only guarantee this but that  
would pay, in part or whole, the  
ies of the men while absent at the

This plan should be simultaneous all  
the province—the heather should be  
from one end of New Brunswick to  
tother.

Recruits should be guaranteed that  
conditions would be along the lines of  
ss rather than because of social or  
ical pull.

Special appeals should be made to  
women of the country. They have  
lady done a great work, through their  
ous organizations and individuals,  
they can do a 100 per cent. more—  
a 1,000 per cent. more—if the prop-  
al be made to them. Let ladies take  
platform and tell the women of the  
—at meetings called specially for  
er—why they should urge their hus-  
s, sweethearts, and, in many cases,  
ands, to join the colors, in defence  
the empire and civilization. Let the  
s point out, as they could in eloquent  
s, that the empire of Canada is  
the womanhood of New Brunswick  
Canada required—yes, demanded—  
every eligible man in this province  
throughout this dominion should en-  
and the result will be electrical. Such  
s could tell the mothers of the  
and sweethearts that England was  
ing for the existence of Great Brit-  
and Canada; that if Germany wins  
his war it means good night to us all  
and that the atrocities committed  
the Belgian women can be—and  
doubt would be repeated upon our  
ers, wives and daughters in Canada  
every part of it.

A strong point should be made of the  
hat there is very little, if any, more  
er of death at the front than among  
who have stayed at home. There  
been many times more deaths  
those who did not go to war, dur-  
the past year, than among those who  
died of cold. Thousands of men  
of the colors, who were well and strong  
year, and who did not go to the war,  
died within the past twelve months.  
not the man at the front, or on his  
there, doing his duty to his king and  
try, he is immune from danger of  
th, within the next year, as the man  
is kept from the front by his women  
tives, who fear that he may lose his  
if he joins the colors?

Every section of the province should  
thoroughly organized, and the as-  
sance of the local clergymen, the ladies'  
organizations, the resident newspaper  
n, the M. P.'s and M. P. P.'s, the coun-  
councillors, the aldermen, the business  
of the locality, and the military  
honor.

Write His Lordship Bishop Le Blanc,  
Lordship Bishop Richardson, His  
ishop O'Leary, and other  
ch dignitaries, to hold joint public  
ings, at such central points as St.  
n, Moncton, Fredericton, Woodstock,  
Stephen and Chatham or Newcastle,  
amich.

Have monster September and October  
lects in important agricultural dis-  
tricts—to be addressed by leading men  
both sides of politics.

# MORE THAN SCORE DROWNED, IT IS FEARED, WHEN THE HESPERIAN WAS STRUCK WITHOUT WARNING

## HAS VISION OF WHAT WILL HAPPEN IF THE GERMANS EVER COME OUT

### Correspondent of Associated Press Describes Visit to the British Fleet

#### A Seemingly Endless Line of Ships from the Queen Elizabeth Down to the Small and Speedy Torpedo Boat Destroyers—All Waiting for "The Day"—It Will Be a Short Job, the Officers Declare.

London, Sept. 6.—For the first time the veil of secrecy over the British naval operations has been lifted. During the past week the correspondent visited the grand fleet and the great naval bases. At one naval barracks, he saw dry-docks capable of docking the largest dreadnoughts, which had been built since the war began. Maps were shown to the correspondent, showing where the German submarines had been sighted, and one on which the results of the attacks were classified under "capture," "supposed sunk," and "sunk." When bubbles are observed rising for a long time at the same spot in smooth water it is taken for granted that a submarine's career has been ended. When an officer was asked, "how do you get them?" his answer was, "Sometimes by ramming, sometimes by gunfire, sometimes by explosions, and in other ways we will not tell of."

#### IT IS GREAT SPORT THEY DECLARE.

All the officers aboard the battleships and armored cruisers are envious of those engaged in submarine hunting, which is regarded as great sport. The admiral commanding at an important naval base told the correspondent that England had 2,300 trawlers, mine-sweepers and other auxiliaries, outside the regular service, on duty in the work of blockading from the British Channel to Iceland, and in keeping the North Sea clear, and that their reserves crews had been most zealous in their important part in overcoming the kind of naval warfare Germany wages.

As the torpedo boat destroyer on which the correspondent was a passenger, after a cruise at sea, and following the coast, turned into the harbor where the grand fleet lay at anchor, he saw a target being towed in the customary manner for firing practice by some of the cruisers. "We keep at it all the time," an officer explained.

The practice of the cruisers finished, they took their place in the formation among the immense field of gray shapes at anchor in precise order, which, as the torpedo boat destroyer drew nearer, became line after line of dreadnoughts. The Queen Elizabeth Home.

"In the tint melting into the sea even the Queen Elizabeth, back from the Dardanelles, looked small for her tonnage and gun power, unless compared with the indefatigable, flagship of the Falkland Islands battle, or the vessels of the light cruiser squadron which just had come in from "sweeping" the North Sea, as scouting is called.

Every deck was stripped for action, steam was up in every ship, and as the destroyer threaded her way, turrets were seen turning and guns being elevated and lowered in the course of drills. Sea-lanes, which were sailing over the fleet, had their home on a famous Atlantic liner, which has carried many thousands of passengers.

In their places in the battle cruiser squadron, which is known in the navy as the "Cat squadron" were the Lion and the Tiger, which sank the German armored cruiser Blucher in the North Sea battle.

"This seems a sufficient denial of the German report that the Tiger is at the bottom of the sea," said an officer.

Looking strange among the homogenous types of the 10-gun ships which belonged to the regular British navy was a Turkish twelve-inch gun dreadnought, taken over at the outset of the war.

The Admiral.

## ALLAN LINER TORPEDOED OFF THE IRISH COAST

### Remained Afloat for 34 Hours and Then Sank in Deep Water

#### Carried 350 Passengers and a Large Crew, Including Two Americans—At First Thought That All Had Been Saved, But Nearly Thirty People Are Now Missing—Captain Stays by Ship Until the Last—Dr. Duval's Body on Board.



Admiral Lister, well known at this port, which was torpedoed without warning and later went down off Queenstown, Ireland.

London, Sept. 6.—The Allan line steamer Hesperian, with 350 passengers and a 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 Saturday evening. Although the torpedo found its mark, the vessel remained afloat until 6.47 a. m. Monday. It is believed about twenty-five people lost their lives.

The force of the explosion was tremendous, and of the passengers landed at Queenstown, many of them scantily clad, about twenty were injured. There were no American passengers, aboard, so far as the American consul could learn tonight, but two members of the crew were American citizens and they were both saved.

The Hesperian sank at 6.47 a. m. today while near Queenstown. Later a message from Queenstown said that wireless reports received by the Allan line state that Captain Main and the members of crew of the Hesperian who remained aboard were taken off before the steamer foundered.

The Hesperian remained afloat virtually thirty-four hours after being struck, and it was hoped she could be towed into Queenstown. Several steamers were standing by. Late reports showed the Hesperian was down by the bow to about thirty-five feet, with water in two forward compartments. Captain Main was then on the bridge, hopeful of being able to save his vessel.

#### MORE THAN SCORE MISSING.

Queenstown, Sept. 6, 11.25 p. m.—Six second cabin passengers, six third cabin passengers and thirteen of the crew of the Hesperian, torpedoed 150 miles off Queenstown Saturday evening, were unaccounted for tonight, according to the revised official figures issued by the Allan line. This brings the probable death list, including Miss Carberry, of St. Johns (Nfld.), whose body is here, up to twenty-six.

#### CAPTAIN MAKES NO STATEMENT.

The captain of the stricken liner remained by his ship until it sank. He declined to comment on the disaster for publication; hence the official statement as to whether he believes his ship was a victim of a torpedo or a mine must come from the Admiralty, although the captain is quoted as having told an Allan line official today that the Hesperian was torpedoed. Most of the survivors, passengers and crew, will leave Queenstown tomorrow by special train and boat for Liverpool.

Captain Main and the officers who remained aboard the steamer while efforts were being made to tow the liner to port were able to save some of their effects before the ship plunged to the bottom, 78 miles southwest of Fastnet, not far from the scene of the attack, taking with her 3,545 bags of mail, much of it originating in neutral countries.

The flooding of the forward compartments, which caused the Hesperian to sink so much by the head as to throw the propellers out of the water, made the task of towing the liner to Queenstown impossible in the rough sea.

The names of the missing second cabin passengers follow: Miss Bannister, Mrs. Fisher, Joseph Fowler, Mrs. Hannah Fowler, Maria Jenkins and Miss Murray.

Sank Monday Morning.

London, Sept. 6.—The Allan line steamer Hesperian sank at 6.46 o'clock yesterday morning within a few miles of Queenstown, after Captain Main and a volunteer rescue crew of twenty-five had made a brave fight to bring the crippled ship into port. During the night the Hesperian settled gradually by the head. Daylight showed the decks awash and the liner about to take the final plunge.

The captain and crew were taken off by rescue boats, and landed later in Queenstown by the steamer Empress. The sinking of the Hesperian in deep water probably will prevent an investigation to determine whether the disaster resulted from a submarine's torpedo or from a mine. Passengers and crew as-  
sert positively that the vessel was struck by a torpedo, but this fact has not been established from anyone who saw a submarine or a torpedo.

## VIOLENT ARTILLERY DUEL ALONG WHOLE WESTERN FRONT

### Both Sides Using Enormous Quantity of Shells, But Allies Are the Aggressors—Indications Are That Some Great Undertaking May Be Looked For Soon—Menace to Riga Becoming More Serious—Official Statements.

London, Sept. 6, 10.50 p. m.—The menace to Riga, an important Russian seaport in the Baltic, is becoming more serious. The Germans still hold the bridge-head at Friedelstadt, the occupation of which effectively cuts off Riga's railway communication to the south, while German aircraft are active in the gulf, perhaps presaging another naval clash as part of a concerted German move from land and sea to complete the isolation of the city and force its abandonment by the Russians.

According to an unofficial Berlin despatch, received by way of Copenhagen, the Germans claim possession of the gulf, the Russians having abandoned Dago, the northernmost of the three islands just outside the gulf.

Today's Berlin official communication lays no claim to further progress by Field Marshal Von Hindenburg from the Baltic to Grodno, but thence southward the armies of Prince Leopold and Field Marshal Von Mackensen are said to be moving forward, while the Austrian official statement covering the battle line farther south and east records nothing but Teutonic gains.

The great artillery duel in the west goes on unabated, with the French, and presumably the British, the aggressors. The fact that it has continued for a fortnight unabated leads to the belief, in some quarters, that it may mean preparation for an allied offensive before the approach of cold weather. The lavish use of shells by the French would seem to indicate some great undertaking, but the plan is not yet apparent to the general public.

#### Heavy Artillery Action.

Paris, Sept. 6.—The following official communication was issued by the war office tonight:

"Artillery actions continue along the whole front. In the sector to the north of Arras, our batteries have inflicted heavy losses on the German batteries in the region of Roye, in Champagne, on the Perthes-Beausjour front, in the forest of Apremont and to the north of Citey the artillery duel has been particularly spirited.

"In the Vosges, at Schratzmannelle and at Hartmannsweilerkopf, a combat by means of big bombs has been carried on. On September 1, as we announced on that day in the communication of 11 o'clock in the evening, four German aeroplanes came to bombard Lunerville, an open town, where there is absolutely no military installation to destroy. Our enemies brought refinement to the point where they clearly aimed at the populous sections, and selected for the execution of their operations the day and the hour of the market. As a consequence the victims, unfortunately, were too numerous, and were, for the most part, women and children.

"As a measure of reprisal forty of our aeroplanes this morning bombarded the barracks at Saarlouis. The aviators noted that the results attained were considerable.

"A German aeroplane has been obliged to land in Lunerville. The aviators were taken prisoner.

"Enemy aeroplanes have dropped bombs on Saint Die, without causing either loss of life or damage.

#### Violent Artillery Fighting.

Paris, Sept. 6, 3.35 p. m.—Violent artillery fighting continued last night in the vicinity of Arras, Roelincourt and Bretoncourt, both German and French batteries taking part. There were also artillery exchanges in the Champagne district, according to the official report given out this afternoon by the French war office.

The text of the communication follows:

"Last night witnessed a violent artillery bombardment in which batteries, both French and German, of all calibres, took part to the north and to the south of Arras, of Roelincourt and of Bretoncourt.

"There was also fairly spirited cannonading in the Champagne district, in the vicinity of Auberville.

"In the Argonne there was fighting with mines at Courcy Chaussees.

"French aeroplanes have bombarded the barracks at Dieuze and at Morhange."

## 37,000 Canadians in the Trenches

Toronto, Sept. 6.—Sir Sam Hughes, minister of militia, who was a guest of the Toronto exhibition directors today, in an interview, confirmed the appointment of General Turner, of Quebec, to command the new second Canadian division, and the reports that if the Canadians went into action as an army of two divisions, Gen. Alderson, commanding the first Canadian division, would take command of the corps, and that Col. A. W. Currie, commanding the second brigade, first division, would take command of the first division. He added that it was the policy of the militia department to appoint officers with experience at the front to new commands, and if a third Canadian division were to go into action General Mercer would be offered command of it.

There are at present, he said, 37,000 Canadian troops in the trenches, and 40,000 more in England, waiting to go to the front. Two divisions in action would mean about 80,000 men.

At the directors' luncheon, Sir Sam delivered a brief but inspiring address. He spoke of the gallantry of all the Canadian regiments, notably that of the 48th Highlanders, in holding the line in the battle of St. Julien. He delivered a message from the men at the front to the boys and girls at home, and told them they were doing our duty.

"They have faithfully and nobly performed their duty," said the minister, "and they are determined to stay on the job till they smash the autocracy of the Kaiser. During their whole arduous service there has been not one reflection on their honor, their fearlessness and their determination."

## TURKISH DESTROYER SENT TO THE BOTTOM

Athens, Sept. 6, 3 p. m., via Paris, 11.25 p. m.—The Turkish torpedo boat destroyer Yav Hissar has been sunk in the Sea of Marmora by an allied submarine.

The torpedo boat destroyer Yav Hissar was built in 1907. She was 134 feet long and displaced 284 tons. The vessel had a speed of 23 knots.

#### JOFFRE WENT TO ROME TO MEET VICTOR EMMANUEL

Rome, via Paris, Sept. 6, 10.45 p. m.—A semi-official note announces that General Joffre, the French commander-in-chief, has paid a visit to Italy to be presented to King Victor Emmanuel and make the acquaintance of Lieut. Gen. Cadorna, chief of staff of the Italian army. The king greatly appreciated General Joffre's visit, and conferred upon him the Grand Cross of the Military Order of Savoy.

General Joffre spent two days at general headquarters and inspected some of the more important points along the frontier. He arrived at Turin on Friday and was met at the station by General Porro, assistant chief of the general staff, who accompanied him to Milan. The two generals then proceeded to general headquarters.

good tea"