

## GOLIATH TORPEDOED AT DEAD OF NIGHT

German Submarine Commander Tells of Exploit at Dardanelles.

## MADE LUCKY SORTIE

Undersea Boat Not Discovered by Scouts Till Too Late.

CONSTANTINOPLE, July 31.—(Correspondence of the Associated Press.)—The Turkish torpedo boat Muavent, which sent the British light cruiser Goliath to the bottom of the Dardanelles, has told its own story of the exploit to the Associated Press correspondent, amplifying with some interesting details the earlier accounts.

Captain Fikri is a young man of 32 years, but looks no more than 25. He is a Rhineland, slight in build, and speaks English almost without foreign accent. The torpedo boat he commands was one of four vessels of the same class which were transferred from Germany to Turkish ownership several years ago. Before her change in ownership she was known as the "S-165."

When asked to relate his experience in sinking the Goliath, Captain Fikri proceeded with this straightforward matter-of-fact narrative:

"The British ships off the Dardanelles entrances were causing the Turkish troops near Sidi-el-Bahr some trouble. It was decided that something would have to be done to remove a little of the onus of the attack."

"Shortly after midnight, May 12-13, the Muavent slipped thru the Turkish minefields and approached the British fleet of warships and transports which was lying in and south of Mordo Bay."

"As we passed one of the last promontories the British fleet, with every portlight lit and projector playing, gave all the impression of a large city—let me say like Kiel on a rainy day."

"Waited Till Crew Slept."

"The British ships had on that day kept up the bombardment of the Turkish positions until after 11 o'clock at night. On the way down, I held a council with my two lieutenants as to the time of night we were to make our attack. We thought at first that the noise of the bombardment which was still going on, would aid us. Later we decided to wait until the weary crews had turned in, expecting that after so strenuous a day's work they would be too tired to exercise more than a perfunctory vigilance."

"It was proven shortly afterwards that this theory was correct."

"We continued down the strait at a leisurely rate of seven to eight knots an hour. I ordered this because I wanted to get as close to the British as possible before they would discover the presence of an enemy's craft. Driving a torpedo boat's machinery at full tilt causes a great deal of noise and what is worse blows too many sparks out of the funnels."

"It was about 12:30 midnight when I saw ahead of me the outlines of two British destroyers. They were patrolling the strait. I knew the sure they must have seen us, but our low speed evidently fooled them. They held to their course and I saw the Muavent slide thru between them."

"Beyond the destroyers we sighted eight torpedo boats, churning thru the strait. I knew they were keeping in a sort of echelon position. I admit that things began to look very interesting."

"But the eight torpedo boats, like the two destroyers, kept looking after their business, whatever that may have been. So on we went at the same speed."

"Rounded Up Warships."

"Just as we rounded the northern promontory which helped to form Mordo Bay, the silhouettes of two British line ships came into view. I held the Muavent for a moment, expecting to see the British ships close to us. I kept this course until we were close to her. Naturally, I expected to have my boat detected each instant and have her shells come her way. Nothing of the sort occurred, however."

"To have a torpedo strike surely it is necessary to have its course run as closely at a right angle to the side of the target as possible. This obliged me to steer to port in a night curve, because I had decided to torpedo the British line ship on her starboard side, which was nearest to the open water thru which the Muavent would have to escape."

"The Muavent was discovered just as her broadside began to be visible. Lookouts on the British line ships. A night signal flash began to work. Its long and short blinking spelled out what ordinarily is the Morse letter 'O.' 'I wasn't quite prepared to give an intelligent answer to that, but felt that the enquiring word for me, I got to work with my own night lantern, and also spelled 'O,' taking it for granted that the repetition of the signal on my part would at least delay some other action or prevent for a few moments the making of another enquiry."

"The ruse succeeded. After a few seconds' delay, the signal man on the Goliath again flashed the letter 'O.' I replied with the same number of dots and dashes, and having now come within 350 to 400 yards of the British vessel, aimships made up my mind to fire the three torpedo tubes."

"The third 'O' of the Goliath's signal man came more speedily than the preceding ones. I launched one torpedo, then number two and three—ten seconds apart."

"The first torpedo hit the Goliath well forward. I saw a blinding flash and a cloud of smoke. Before the second torpedo struck—near the forward mast—the vessel had already listed to starboard."

"By the second torpedo an explosion in the interior of the Goliath was caused. Before the third torpedo hit, the vessel was as good as totally lost. We started on our return trip with a little better speed, but kept the fire down, because I didn't want to have the sparks from the funnels show where we were."

"BACK TO TORONTO."

Milton A. Mack was arrested by Detective Archibald yesterday on charge of false testimony in the case of Mack had been canvassing for fake subscriptions.

Arthur Loughhead was brought to Toronto from Montreal yesterday by Detective Montgomery. He had been charged with stealing a propeller from a flying machine of Glen H. Curtiss.

## CANADIAN CASUALTIES

Sunday Afternoon List

First Battalion.

Missing—Pte. Leonard Peterson, Fred- ton, Ont.

Second Battalion.

Prisoner of war at Glessen—Pte. Henry Humphreys, Thebeson, Ont.; Pte. Parlane McFarlane, Oshawa, Ont.; Pte. Frank Potter, Strathcona, Alta.; Pte. Carl John MacCarthy, 32 Fisher street, Toronto; Pte. Gratien Langille, Amqui, Que.; Pte. John Wilson, Amstons, Scotland.

Third Battalion.

Prisoner of war at Glessen—Pte. Sidney J. Harley, 1240 Pape avenue, Toronto; Lance-Corporal John E. Hewitt, 190 Oakmount road, Toronto; Pte. Harry Freeman, 138 Seaton street, Toronto; Corporal Francis MacPherson, 113 Riverside avenue, Toronto; Pte. Wm. McVicar, 30 Hastings avenue, Toronto.

Fifth Battalion.

Wounded—Pte. Albert E. Hazell, Leicester, England; Pte. J. B. Pickard, Aberdeen, Scotland.

Seventh Battalion.

Prisoner at Glessen—Pte. William Jos. O'Brien, 1000 St. George street, Montreal; Martin Maybin, Kentworth, Scotland; Sgt. James Victor Carroll, Chertsey, England.

Tenth Battalion.

Wounded—Pte. James Trafford, Primrose, England; Pte. James Coppe, Liverpool, England.

Eleventh Battalion.

Wounded—Pte. Thomas Bernard Gribben, Dumfries, Scotland.

Fourteenth Battalion.

Missing—Pte. Frances Rees, Belle Isle, Nfld.; Pte. Leopold Joseph Carriere, 7 Fulham street, Montreal; Pte. Anthime Poltra, 531 Maisonneuve street, Montreal.

Wounded—Sgt. Chas. Walker, Aberdeen, Scotland.

Slightly wounded—Gunner Harry Andrews, St. John, N.B.

Second Field Artillery Brigade.

Died of wounds, Aug. 1—Bombardier Joseph P. Ratcliffe, 416 Nicolet street, Montreal.

Lord Strathcona's Horse.

Wounded accidentally—Pte. Norman C. Robey, 1000 St. George street, Montreal; Heavy Battery and Ammunition Column.

Suffering from concussion—Gunner W. Desmarches, 538 De Gasse street, Montreal.

Midnight List

Second Battalion.

Prisoners at Glessen—Lance-Corp. Wm. Ham O'Rourke, Sarnia, Ont.; Sgt. Symonds Rogers, Peterboro, Ont.

Now, according to German list, prisoner—Thomas Alfred Currie, England.

Reported missing and wounded since April 24—James Craig, Scotland.

Missing since April 24—Corp. David Mahood, 1000 St. George street, Montreal; Sayer, China; Arthur Brew, England; Lance-Corporal John P. Walker, Montreal; Merton E. Ketteridge, Rochelle, Que.

According to German list, prisoner, previously reported missing—James Feather, England.

Fifteenth Battalion.

Reported wounded, admitted to No. 2 Canadian General Hospital, Leirpore, Aug. 1—James Huxley, England; Richard G. Good, England.

Admitted to No. 2 general hospital, Leirpore, July 29—Walter G. Allen, England; Victor R. Brown, England.

Died at Twelfth Battalion hospital, Aug. 1—Pte. John N.B.

Thirteenth Battalion.

Prisoner at Glessen—Thomas Sykes, Waterville, Que.; Geo. Benjamin McDonald, Trenton, Pictou county, N.S.; Lance-Corporal John P. Walker, Montreal; Merton E. Ketteridge, Rochelle, Que.

Seriously ill: Peter James Whalen, England.

Ord Strathcona's Horse.

Died of wounds, July 26: Geo. A. Simmonds, Ont.

Admitted, No. 2, General Hospital, Leirpore, July 29: Alfred Winni, Winnipeg; Raymond Findlay, Leirpore, Savona, B.C.

Third Field Artillery Brigade.

Admitted to Leirpore, Aug. 31: Gunner Geo. Hill, Farnworth, England; The evil one was upon the shot in left arm.

Divisional Cyclist Corps.

Admitted to Leirpore, Aug. 1: Frank Gerrard, Winnipeg.

No. 3 Canadian Field Ambulance.

Prisoner at Glessen—Alexander W. Walsh, Saskatoon, Sask.

GERMANY'S SATANIC PLUNGE INTO WAR

## Inflamed With Lust for World Power, Says Rev. Dr. Patterson at Cooke's Church.

How the devil caused the war was the topic expressed by Rev. Dr. Wm. Patterson, before a large congregation at Cooke's Presbyterian Church, last night.

Dr. Patterson said that the gospels and Book of Revelation disclosed where the devil was and what he was doing. The evil one was upon the earth as his purpose was to undo the will of God.

The devil's chief method was to endeavor to cause people to question the word of God and to lose confidence in the Almighty. This was true in the case of nations. The devil was inducing people to accept traditions in place of the word of God when Christ came on earth.

Before the upheaval in France the devil worked thru the teachings of the infidels and secularists, such as Voltaire, to debase religion. The result was the reign of terror.

The same thing has been seen in the case of Germany. The devil began his work there to turn the people from the source of life to the teachings of many with a lust for world power by causing its leaders of thought to question the truth of the scriptures. This resulted in the German destructive criticism on teachings of rationalism, which prepared the public mind to accept the doctrine that might is right, and finally Germany's satanic plunge into war for world conquest.

## WAR ORDERS FILLED BY UNITED STATES

Three Hundred and Fifteen Million Dollars' Worth Shipped.

## BIG SALES OF ARMS

Exports of Rifles to Europe on Large Scale Just Beginning.

Special to The Toronto World.

WASHINGTON, Aug. 8.—Approximately \$315,000,000 worth of war supplies was furnished by the United States to the belligerents of Europe during the fiscal year ended June 30 last, according to figures just available at the department of commerce.

Of this vast total, which does not take into account the enormous exports of foodstuffs and clothing and the numerous other articles, \$55,447,691 represented the value of the war supplies shipped out of the country in the single month of June.

The articles of export covered in these figures are commercial and passenger automobiles, and ammunition, deerskins, brass and manufactures of copper, horses, mules, bituminous coals, sorghos and aeroplanes and parts of aeroplanes.

Large Arms Shipments.

Large shipments of arms and ammunition have practically just commenced. Statistics show that during the last two or three months exports of arms and ammunition jumped considerably, exports during June, for which figures are just available amounting to \$12,527,281. The total exports of firearms and ammunition for the fiscal year 1915 were only \$49,936,152, the total for the year ended June 30 last, it will be seen that the total exports of arms and ammunition for the month of June, while figures for July have not yet been compiled, it is said that the first month of the new fiscal year will show greatly increased shipments.

It is explained that it has taken months in which to construct plants to meet the demand for this material, and that it is only recently that many of these plants were put in operation.

Aeroplanes Exported.

One hundred and fifty-two aeroplanes were exported by the United States to the European countries during the fiscal year ended June 30 last, of which total 62 were exported in June last. Exports of aeroplanes and parts of aeroplanes during the year were valued at \$1,541,446.

The automobile manufacturers of the United States also fared well in war orders, their share being valued during the fiscal year 1915 at \$60,254,635, of which amount \$13,364,800 represented the value of exports of automobiles during June last. These shipments included 13,996 commercial cars and 23,886 passenger automobiles, or a total of 37,882 for the year, of which number 7408 were exported in June last.

Bituminous coal also proved a large factor in American exports, the value having purchased during the fiscal year 1915, 14,412,995 tons, valued at \$36,516,617.

June exports of bituminous coal amounted to 1,933,410 tons, valued at \$5,001,256. Commerce experts look for a big boom in the coal trade as a result of the embargo placed on exportation of this product by Great Britain and other countries.

An interesting bit of news reached the department of commerce last week to the effect that France was in the market for 100 to 150 ships, these ships to be used to handle and import coal.

Approximately \$77,000,000 worth of horses and mules were exported by the United States during the fiscal year 1915. Horses shipped out of the country during this period numbered 289,344, valued at \$64,046,524, of which number 40,083, valued at \$8,095,419 are listed in the June exports.

Mules to the number of 55,788 and valued at \$12,625,143 were exported during the year, with 12,916, valued at \$2,542,302, credited to June.

NEW JAPANESE CABINET CHOSEN BY OKUMA

Premier Will Temporarily Occupy Portfolio of Foreign Affairs.

TOKIO, Aug. 8.—Premier Count Okuma has virtually decided, at the special request of the emperor, to resign his office, and has arranged the following cabinet:

Premier, Count Shigenobu Okuma.

Minister of finance, Tokitomi Takekoshi.

Minister of marine, Vice-Admiral Tominaga Kato.

Minister of war, Lieut. General Ichinokusa Oka.

Minister of justice, Yukio Ozaki.

The assumption by Count Okuma of the foreign ministry following the resignation of Tominaga Kato, is a temporary measure, it is to be temporary pending the selection of a permanent minister.

INGERSOLL, Ont., Aug. 8.—Pte. William Barnes, an Englishman, was killed by the 33rd battalion, in training at London, was instantly killed here early this morning when he jumped from the steps of a passenger train at the intersection of the Grand Trunk and the street crossing of the Grand Trunk, as the train was slackening up. Barnes, who was coming to Ingersoll on leave of absence, was struck by a passing train and killed. He was an Englishman, 35 years of age, and had been active in the war. He was buried at Mount Pleasant Cemetery, London, this afternoon, with full military honors. An inquest will be held.

Special Cable to The Toronto World.

PETROGRAD, Aug. 8.—The abandonment of the German attempt on Riga marks the failure of the general scheme for forcing battle with the retreating Russians before they reach the Brest-Litovsk line. The Russian defense on the Narva has contributed mainly to this important success.

Seeing that the Russian retreat eastward to the new front was to be continued uninterrupted the Germans attempted to build bridges across the Vistula and engage the Russians in the north. They could reach their destination, but the Russian artillery from

Novo Georgievsk demolished the bridges as soon as they were constructed. Von Mackensen had attempted a new turning movement from Cholm and a similar movement is to be seen against Kovno, in the north.

In the north it will probably be several days before the Germans establish a new attack. They have failed to interfere with the new Russian line of defense.

The first congress of representatives of Russian industry, who are to consider the best way of organizing the business of producing munitions, met here Friday. Over 1000 representatives attended.

## GUELPH SOLDIER DIED OF SPINAL MENINGITIS

Pte. W. Furby of Thirty-Fourth Battalion Succumbed to Six Months' Illness.

Special to The Toronto World.

GUELPH, Aug. 8.—Pte. W. Furby, D Company, 34th Battalion, C.E.F., died at the Guelph General Hospital after an illness of almost six months from cerebro-spinal meningitis. Pte. Furby was the first of the 34th Battalion to be attacked with this disease. He was buried here with military honors. Rev. C. H. Buckland of St. James' Church conducted the service. Pte. Furby was an Englishman, and had no relatives in Canada.

## TWO THOUSAND MEN WANTED FOR ARMY

Col. T. D. R. Hemming, Commandant at Barriefield Camp, Calls for Soldiers.

## ANOTHER MACHINE GUN

Kingston Milkmen Start Subscription for Purchase of One for the Front.

Special to The Toronto World.

KINGSTON, Aug. 8.—Frederick Shaw was arrested in Montreal on a charge of stealing \$30 from fellow attendants at Rockwood Hospital. He was caught just as he was about to board a steamer for England. He got \$20 per month, and out of this sum he was to pay \$12.50 to the hospital and keep his family. He was committed to jail.

Mrs. Squire, widow of the late Rev. George Squire, formerly of the Montreal and Hamilton Methodist conference, died on Saturday afternoon. She was the mother of G. Hardy Squire of The New York Herald staff, and Richard Squire of Ottawa, and Ernest Squire of Queen's University, Kingston.

Lieut. A. M. Latchford of Toronto, who is taking the R. S. A. course at the Royal Military College, was thrown from his horse in the riding school Saturday and suffered a fracture of the collarbone. He is at the General Hospital.

Col. T. D. R. Hemming, commandant at Barriefield Camp, states that the military authorities are needed immediately to fill obligations upon the divisional area.

The milkmen of the city are the latest to start a subscription list to purchase a machine gun for the overseas forces.

## THREE VESSELS SUNK CREWS ALL LANDED

British and Swedish Steamers and Trawler Met With Mishaps at Sea.

LONDON, Aug. 8, 9:32 p.m.—Lloyd's announces that the British steamer Glenravel of Belfast, the Swedish steamer Malmind and the trawler Ocean Queen have been sunk. The crews of all three vessels have been landed.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

## FOUR WITNESSES NOT SUBPOENAED

T. C. Woodworth and Frank Keefer, Horse Buyers, Remain in U.S.

## REFUSE TO APPEAR

War Contracts Commission Experiences Difficulties at Kentville, N.S.

KENTVILLE, N.S., Aug. 8.—When the Davidson war contracts commission yesterday began its probe into prices paid for horses used by the first overseas contingent, and bought in Nova Scotia, it discovered that four very important witnesses had not been subpoenaed. Two of them are T. C. Woodworth and Frank Keefer, horse buyers in Kentville, N.S. A Dewitt Foster, ex-member of parliament in Nova Scotia, was in the evidence of a Nova Scotia horse dealer submitted to the public accounts committee of the house of commons, and who signed remount department cheques totaling \$72,000 for 425 horses bought, has made several ineffective attempts to get Woodworth and Keefer to promise to give evidence on their horse purchases in this province.

Significant Statement.

When the information came out, Sir Charles Davidson asked significantly if a promise of immunity from prosecution for the horses that were bought by the men here. Mr. Foster promised to make another effort to get them. He said he had written to the men and asked them to come to Kentville. He said he had written to the men and asked them to come to Kentville.

The other witnesses not served yet are Dr. J. F. Wood and Dr. Chipman, the veterinarians who examined the horses and gave certificates for their purchase. Dr. Wood was last heard of in London, Ont. Dr. Chipman is said to be suffering from tuberculosis in a United States sanatorium. Another witness wanted but not yet subpoenaed is W. C. McKay, Ottawa. If these witnesses do not attend the enquiry the commission must trace the 425 horses to their owners by calling every man who had dealings with the buyers.

Col. T. D. R. Hemming, commandant at Barriefield Camp, states that the military authorities are needed immediately to fill obligations upon the divisional area.

The milkmen of the city are the latest to start a subscription list to purchase a machine gun for the overseas forces.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Ocean Queen was a trawler of 100 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was of 3779 tons and owned at Gothenburg.

The Glenravel was a vessel of 1092 tons and owned by the Antirion Iron Ore Company of Belfast. The Malmind was