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PROBS—FAIR

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GERMANS FIGHT FIERCELY TO LESSEN RUSSIAN GRIP ON RIGA; TURKS LOSE DESTROYER; HESPERIAN SUNK

TEUTONS STILL IN CONTROL OF FRIEDRICHSTADT BRIDGEHEAD AND MAY CALL ON FLEET AGAIN IN EFFORT TO FORCE RUSSIANS TO ABANDON RIGA.

Great Artillery Duel Continues in West With Allies the Aggressors Confirms Belief That Offensive Will Begin Before Cold Weather Sets In.

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 Friedrichstadt, 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.

Allies Aggressors in Great Artillery Duel.

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 damage on the German trenches. In the region of Roye, in Champagne, on the Perthes-Beauejour front, in the forest of Apremont and to the north of Ciry the artillery duel has been particularly spirited.

"In Vosges, at Schatzmannelle and at Hartmanns-Werkkopf, a combat by means of big bombs has been carried on.

"On September 1, as we announced on that day in the communication of eleven o'clock in the evening, four German aeroplanes came to bombard Lunéville, 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 station, works and military establishments of Saarbrücken. The aviators noted that the results attained were considerable.

"A German aeroplane has been obliged to land at Calais. The aviator was taken prisoner.

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

Every Day Makes Grand Fleet More Keen to Meet Enemy in Decisive Fight

A Visit to Naval Base Where England's Biggest Sea Fighters are Gathered—No Cessation in Training and Men Eagerly Hope for Chance to Match Their Strength With Enemy—Presence of the Tiger in the Fleet Explodes German Yarn About Sinking of That Warship.

London, Sept. 6.—(Delayed in transmission)—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 which the results of the attacks were classified under "captured," "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 ended. When an officer was asked, "how do you get them?" his answer was, "Sometimes by ramming, sometimes by sunfire, sometimes by explosions, and in other ways we will not tell of."

All the officers aboard the battleships and armored cruisers are enthusiasts of these engaged submarine hunts which are regarded as great sport.

The Admiral commanding at an important naval base told the correspondent that England had 2,300 trawlers, minesweepers 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 reserve crews had been most zealous in their important part in overcoming the kind of naval warfare Germany wages.

Keeping Eye Trained

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 fleet 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.

"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 inflexible, the 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, turbines were seen turning and guns being elevated and lowered in the course of drills. Soplanes, which were sailing over the fleet, had their home on a famous Atlantic liner, which has carried many thousands of passengers.

Disproved German Yarn About Sinking of the Tiger

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 Bluecher 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 ten-gun ships which belonged to the regular British navy, was a Turkish twelve-inch gun dreadnought, taken over at the outset of the war.

As the torpedo boat destroyer approached the flagship of the commander-in-chief, an officer pointed out Vice Admiral Sir John Jellicoe, as one of two officers promenading the quarterdeck carrying a telescope under his arm. From the quarterdeck he can keep his eye on all the gray monsters which form the fighting part of his command, while others of his host of ships are abroad on different errands.

Vice Admiral Jellicoe received his guests at the gangway. The admiral, 57 years, is the senior of all the list, which includes Vice Admirals at the age of 44. He is never without that telescope under his arm when he is on deck, and officers say there is nothing which the young officers on watch see that he does not see.

Vice Admiral Jellicoe escorted his guests through the ship, showing them the men at drill. He also called attention to the special machine practice of the gun-sporters in firing, where the result of each shot is displayed.

The bluejackets are invariably sturdy, long service men of mature years, who have been kept drilling on the same ship since the war began. Their health is better than in time of peace, as they are kept aboard under a regimen and with sufficient exercise and good food. Misdeemeanors of all sorts in the navy have decreased since the war began. Sir John Jellicoe and all his officers said that if the German fleet had any chance of success, it was at the outset of the war. With every month the British fleet had grown stronger, and was better organized to meet any possible emergency. Although the submarine had played a more important part than many had anticipated, the methods for countering their attacks and destroying them had developed beyond expectation.

Lion No Longer Crippled, But Again Fit for Action.

During his visit to the British battle fleet in the past week the correspondent, after boarding all of the more important ships, witnessed a magnificent spectacle—that of the whole force putting to sea.

Officers of Vice Admiral Sir David Beatty's flagship, the Lion, which has received the roughest handling in battle of any major British ship now afloat, told of the difficulty they had to persuade the young commander to descend at the opening of the action from the bridge, where he had an unhampered vision, to the armored protection of the conning tower. They gave an exciting account of the success of destroyers in falling off efforts of submarines to reach the crippled Lion as she was being towed home, at five knots, after sinking the German cruiser Bluecher.

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ROUMANIA HAS 500,000 MEN MOBILIZED

Equipped and Ready for Call—Those in Switzerland Ordered to Report at Regimental Divisions.

Berlin, Sept. 6. (By wireless to London)—The following official statement was issued today:

"We learn from Geneva that Roumanians residing in Switzerland have received instructions to report at their regimental divisions."

Half Million Mobilized.

New York, Sept. 6.—Colonel A. Niculescu, of the artillery branch of the Roumanian army, arrived here today on the steamship Rochambeau from Bordeaux, with a commission to purchase, in the United States, supplies for the Roumanian army, part of which purchase will be boots and shoes. Col. Niculescu declined to comment on the possibility of Roumanians entering the war, but he said that about 500,000 troops were mobilized and fully equipped for call.

Among other passengers were three survivors of the *Arabic*, J. Delorimer, of Montreal; C. H. Pringle, of Toronto; and Lieut. Walter Adams, of London.

Lieut. Adams and Mr. Delorimer said that they were in the last boat to leave the ship, and that they were thrown into the water when the *Arabic* went down. Mr. Delorimer added that he was on the forward deck when the ship was struck, and that he saw the torpedo coming, when it was fully 200 yards distant.

The Rochambeau brought 342 passengers. The trip was uneventful.

SIX OF BRITISH TANK STEAMER'S CREW KILLED

Lost Lives When Steamer Cymbeline was Torpedoed—Six Others were Injured.

London, Sept. 6.—The British steamer *Cymbeline* has been sunk. Six members of the crew were killed and six were injured. Thirty-one others were landed safely.

The *Cymbeline* was a tank steamer, 4,500 tons gross, 370 feet long, owned by the Bear Creek Oil and Shipping Company of Liverpool. She was last reported as having sailed from Port Arthur, Texas, August 13 and Norfolk, Va., August 21, for Dartmouth, England.

ALLIED SUBMARINE SINKS ANOTHER OF TURKS' WARSHIPS

Athens, Sept. 6. (1 p. m., via Paris, 11.25 p. m.)—The Turkish torpedo boat destroyer *Yar Hissar* has been sunk in the Sea of Marmora by an Allied submarine.

The torpedo boat destroyer *Yar Hissar* was built in 1907. She was 184 feet long and displaced 284 tons. The vessel had a speed of 28 knots.

Sank at 6:47 Yesterday Morning Queenstown, Sept. 6.—The Queenstown agency of the Allan Line announced today that forty-five first class passengers on the *Hesperian*, 125 second class and 168 third class passengers had been accounted for, and that it could not say at this time how many were missing.

BELIEVED 26 LOST THEIR LIVES WHEN ALLAN LINE STEAMER HESPERIAN SANK

BERLIN DOES NOT EXPECT COMPLICATIONS

Has No Fear Incident Will Affect Relations With United States.

Berlin, Sept. 6, via London, Sept. 7 (2.05 a. m.)—The news that the Allan line steamer *Hesperian* had been destroyed was published only this afternoon. Definite statements that no lives had been lost and that the steamer had floated until this morning, caused the German people to take the situation calmly, and there are no indications of apprehension over any possible effect the incident may have on German-American relations.

The newspapers abstain from comment, aside from advising their readers, in the terms of a semi-official announcement, to await more details.

No report on the *Hesperian* from German official sources need be expected for at least a week, as the submarines operating in the waters off that particular part of the British coast belong to a detachment recently sent out.

The admiralty had nothing to say today when asked whether any report had been received on the *Arabic*, or whether the missing submarines had returned, or was considered lost.

WASHINGTON AWAITS MORE INFORMATION

Washington, Sept. 6.—Nothing in today's advices regarding the sinking of the Allan liner *Hesperian* served to change the waiting attitude of the American government. Judgment is suspended pending complete information.

Reports during the day from Ambassador Page at London added few details to the story told in the brief cablegram in which Consul Frost at Queenstown last night announced that the vessel had been torpedoed, with a loss of about eight lives, none of them Americans. The consul's statement that the ship carried on her stern a 4.7 inch gun went unmentioned, though the Allan Line officials have declared that she had no gun when she left Montreal.

News that the crippled *Hesperian* had foundered while being conveyed toward Queenstown dissipated the hope that an examination of her hull might prove, beyond a doubt, the nature of the wrecking explosion.

This being Labor Day, a legal holiday, all the government departments were closed.

BRITISH CASUALTY LIST CONTAINS NAMES OF 194 OFFICERS AND 4,000 MEN

London, Sept. 6.—The official casualty list published today contains the names of 194 officers and 4,000 men of the army and navy. The roll of privates includes 351 missing, who are believed to have been drowned when the transport *Royal Edward* was sunk by a German submarine in the Aegean Sea. The greater number of casualties reported among officers is still from those serving in the Dardanelles. Among the dead is Lieut.

Torpedoed Off Irish Coast Saturday Night by German Submarine—Kept Afloat Thirty-Four Hours Until Passengers and Crew Had Been Taken Off—Survivors Positive Ship Was Torpedoed, but Admiralty Makes No Official Announcement.

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. John's, Nfld., whose body is here, up to twenty-six.

The captain of the stricken liner remained by his ship until it sank. He declined to comment on the disaster.

Queenstown, Sept. 6.—Mr. Hamilton, a saloon passenger, describing his experiences on the *Hesperian*, which was torpedoed on Saturday night off the south coast of Ireland, said:

"No warning whatever was given before the torpedo was fired. Suddenly a boatswain cried 'Submarine on the starboard bow.'"

"Almost simultaneously the torpedo struck."

"I entered a boat with fifty others. The boat took the water safely but

seemed to leak badly and it was necessary to detail two members of the crew to bail constantly.

"The women behaved very well, and there was no appreciable panic aboard the steamer. We were in the boat about two hours before we were rescued."

Among the second class passengers were more than one hundred women and children.

It is reported here that a sailing vessel was torpedoed about the same time as the *Hesperian*.

No Warning Given

London, Sept. 6.—The American consul at Queenstown, Wesley Frost, telegraphed today to the American embassy that the Admiralty authorities has not been informed officially that the *Hesperian* had been torpedoed without warning but that they believed this was the case. None of the officers of the *Hesperian*, except an assistant purser, has yet arrived at Queenstown. This man and various passengers interviewed by Mr. Frost agreed on the statement that no warning was given.

Mr. Frost's message also said that forty-five unorganized Canadian troops were on board, most of them invalided, and that the *Hesperian* had a 4.7 inch gun mounted astern.

The consul has been unable to learn of more than two Americans who were on the *Hesperian*, both members of the crew and both reported to have been saved.

From stories told by survivors the detailed account of the disaster is gradually being unfolded. Most of the passengers say there is no doubt the attack was made by a German submarine, and the look-out of them say they heard the boom of a "submarine on starboard quarter."

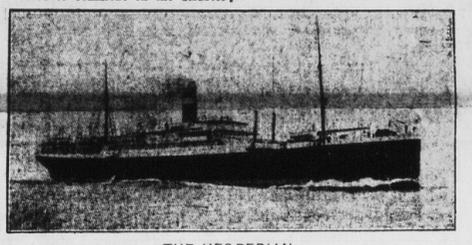
Thus far no statement has been made by any survivor who saw a submarine or a torpedo. All agree the *Hesperian* was struck on the starboard side, between the foremast and the bridge. Lifeboats were launched in the darkness, but without panic.

The fourth and fifth boats were lowered unevenly and overturned, the occupants being thrown into the water. Some of them were injured.

At the London office of the Allan Line it is said that all passengers reached Queenstown safely. Some of the rescued, however, say they heard cries for help from persons in the water.

A woman in one of the lifeboats stopped a small leak by removing a stocking and stuffing it into the hole. Three sisters of mercy were among the last to depart from the *Hesperian*. One of the passengers assert that sixty persons were crowded into a lifeboat having a capacity of forty.

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THE HESPERIAN.