

STORE FOR RENT
KING BUILDING.
N. E. cor. Yonge and Shuter Sts. 2054

The Toronto World

Apartments for Rent
43 Elm avenue, near Harbour street.

PROBS Moderate, variable winds; some showers, but mostly fair and warm.

TUESDAY MORNING SEPTEMBER 7 1915

VOL. XXXV.—No. 12,718

HESPERIAN SINKS Went Down Within Few Miles of Queens- town--Loss of Life Placed at 26. --:

SIXTEEN CANADIANS WIN DECORATIONS FOR THEIR HEROISM

CANADIANS GAIN RECOGNITION BY GALLANT DEEDS

Festubert and Givenchy Vale Opportunities for Brave Achievements

MANY HEROIC RESCUES

Major Hesketh, Who Put Out Fire in Magazine, Re- ceives D.S.O.

Canadian Associated Press Cable. LONDON, Sept. 6.—The following Canadian military honors are officially announced tonight:

Major James Arthur Hesketh received the D. S. O. for conspicuous gallantry and devotion on Aug. 1, near Messines, when a magazine in a farm, containing much small arm ammunition and many bombs and grenades, was set on fire by the enemy's shells.

Private Gledhill, 1st Battalion for bravery on 15th of June at Givenchy. Alone he captured several German soldiers and a machine gun.

ROUMANIA CALLS RESERVISTS HOME

Berlin Reports That Orders Have Been Issued in Switzerland

SUPPLIES FROM U. S.

Agent at New York Says Half Million Men Are Ready.

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

Another indication of impending action by Roumania is given in a New York despatch last night that Col. A. Miclescu of the artillery branch of the Roumanian army arrived there 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.

ALTERATIONS ON YOUR FURS.

The present is unquestionably the best time to have alterations made on your furs.

COL. HON. DR. R. A. PYNE



This photograph showing Col. Pyne in uniform, arrived in Toronto last night and is the first picture of Ontario's minister of education in uniform.

BRITAIN'S FLEET PUTTING TO SEA FINE SPECTACLE

Destroyers Effectively Shield Great Dreadnoughts From Lurking Submarines

MEN FULL OF FIGHT

Long Wait Only Sharpens Eagerness—Lion Shows Battle Scars.

By FREDERICK PALMER. Special Cable to The Toronto World. LONDON, Sunday, Sept. 5, (delayed in transmission).—During his visit to the British battle fleet in the past week the correspondent, after board- ing all of the more important ships, witnessed a magnificent spectacle— that of the whole fleet putting to sea.

BRITISH STEAMER SUNK SIX OF CREW PERISH

Thirty-One Others Landed Safely After Cymbeline Foundered.

LONDON, Sept. 6.—The British steamer Cymbeline has been sunk. Six members of the crew were killed and six were injured.

TURK TORPEDO BOAT DESTROYER WAS SUNK

ATHENS, Sept. 6, 1 p.m., via Paris. 11.25 p.m.—The Turkish torpedo boat destroyer Yar Hisar has been sunk in the Sea of Marmora by an allied submarine.

WAR MAY DRAG ON FOR FIFTEEN YEARS?

Doctor Back From British Hospital Says Deadlock Seems Unbreakable.

ST. LOUIS, Sept. 6.—Dr. Ralph E. Thompson of the faculty of St. Louis University, who returned Sunday from France, where he was a physician in a British hospital, predicted today that the European war would last from five to fifteen years.

Dr. Thompson said the deadlock in the western theatre seemed unbreakable and that the permanent nature of the British hospitals and of other British preparation testified to their belief that the struggle will be long. The British have just finished building a \$120,000 steam laundry back of the battle line, he said.

ANOTHER FIGHT SEEMS PENDING FOR RIGA'S PORT

Germany Retain Bridgehead at Friedrichstadt, Severing Town From South

FOES CONTROL GULF?

Russians Said Unofficially to Have Abandoned Island of Dagoe.

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

MOTOR HURLED GIRL TO DEATH

C. T. Harper, Penetang, Driver of Car, is Under Arrest at Thornhill

DEATH INSTANTANEOUS

Bessie McKittrick, Belmont Street, Victim of Fatality at Willowdale.

Bessie McKittrick, 13 years of age, living on Belmont street, was struck and almost instantly killed by an auto driven by Charles Tiltson Harper of Penetang as she was in the act of stepping from a southbound Metropolitan car opposite Willowdale post-office shortly after 7 o'clock last night.

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HESPERIAN WENT TO BOTTOM WITHIN A FEW MILES OF PORT

Twenty-Six Lives Were Lost Owing to the Capsizing of One of the Boats in the Rough Sea

CAPTAIN MAIN STAYED ON SHIP TILL IT SANK

Vessel Could Not Be Towed to Port Because it Sank by Head.

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, Newfoundland, 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 for publication, hence the official statement as to whether he believes 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, seventy-eight miles southwest of Penetang, not far from the scene of the attack, taking with her \$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.

GEN. JOFFRE VISITS ITALIAN FRONTIER

Grand Cross of Military Order of Savoy Conferred by Italy's King

PEOPLE MUCH PLEASED

Object of Trip Probably to Arrange Plans for Concerted Action.

ROME, via Paris, Sept. 6, 10.45 p.m.—A semi-official note announces that Gen. Joffre, the French commander-in-chief, has paid a visit to Italy to present to King Victor Emmanuel and make the acquaintance of Lt.-Gen. Cadorna, chief of staff of the Italian army. The king greatly appreciated Gen. Joffre's visit and conferred upon him the grand cross of the military Order of Savoy.

FOUR THOUSAND IN LIST OF CASUALTIES

Latest British Report Shows Severe Losses in Dardanelles.

LONDON, Sept. 6.—The official casualty list published today contains the names of 194 officers and 4000 men of the army and navy. The roll of privates includes 851 missing, who are believed to have been drowned when the transport Royal George 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. Lister, heir of Lord Ribblesdale.

ST. JOHN'S, Nfld., Sept. 6.—Ellen Carbone, aged 70, a wealthy owner of a woman's emporium in this city, is a victim of the Hesperian torpedoed. She was returning from her semi-annual trip to London, with all fashions. She had a local reputation as a writer and poetess. The body was recovered and will be sent here for interment.

"I Am Practically Certain," Says A. H. Allan, "That There Was No Gun Mounted On the Hesperian—She Certainly Carried No Gun When She Left Montreal."

NO WARNING WAS GIVEN VESSEL WAS TORPEDOED

Captain Main is Positive in His Statements and in Report to Admiralty.

QUEENSTOWN, Sept. 6.—Captain Main of the Hesperian made the statement today that the vessel had been torpedoed and that no warning was given.

As soon as Captain Main landed in Queenstown, he proceeded to the admiralty office to make his report. There landed with him 13 officers and 25 men who remained with the liner to the last.

Two mine sweepers and two admiralty tugs attempted to tow the Hesperian to port, but the ship, partly filled with water, was so unmanageable and the sea was so heavy that no progress could be made.

Our crop will be in competition with the great crop of the United States. They may have even more wheat for export than we have, in fact Julius Barnes of Duluth and New York, one of the largest grain operators in the States, puts down the total export of the two countries at half a billion bushels.

How Shall the Canadian Westerner Market His Wheat?

There is no doubt now of the immense crop of the Canadian west, of its high class, of the capacity of our railways to handle it to the seaboard. It is the largest and best crop Canada ever had. And barring scarcity of ocean tonnage and high ocean freights it ought to be profitable to the Canadian farmer. We have two hundred million bushels of western wheat to sell abroad.

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He says the American northwest farmer ought to get 80 to 90 cents for his wheat at his local station; our own at the moment is that our Canadian western farmer ought to get as nearly as much at corresponding points. As Mr. Barnes observes, much will depend on lake freights and ocean freights. The indications are that the lake charges will reach three cents a bushel. As to the ocean freights, he hopes the American nation will yet see the importance of having a merchant marine of its own. In the meantime he expects the present rates, the highest ever known, will continue. This ocean rate is as much as thirty cents a bushel.

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Captain Main and Volunteer Rescue Crew Made Brave Fight to Take Crippled Liner into Queenstown

SINKING OF SHIP MAY PREVENT INVESTIGATION

Passengers and Crew Are Positive That Vessel Was Struck by a Torpedo.

LONDON, Sept. 6.—The Allan Line steamship Hesperian sank at 6.45 o'clock this morning within a few miles of Queenstown, after Capt. Main and a volunteer crew of 25 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 assert positively that the vessel was struck by a torpedo, but thus far no statement has been obtained from anyone who saw a submarine or a torpedo.

The American embassy is receiving reports from Wesley Frost, American consul at Queenstown, on the question whether warning was given to the liner. Persons so far seen by Mr. Frost state that no warning was given. Main's statement probably will be taken later today.

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Vertical advertisement for 'AY' clothing, featuring a woman in a long coat and various items like hats and shoes.

Small advertisement for fur alterations.

Small advertisement for a doctor's services.

Small advertisement for a steam laundry.

Small advertisement for a grain merchant.

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