

J. N. BOYD ANSWERS LAST ROLL CALL

Prominent Banker and Business Man Dies After Long Illness.

PLANTERS' BANK PRESIDENT

Took Deep Interest in Affairs of Community—Served in Confederate Army.

James N. Boyd, president of the Planters' National Bank, and prominent in the business and social life of the city, died at 10:20 o'clock last night at his residence, 117 West Grace Street, after an illness of several months. He was sixty-five years old.

A veteran of the War Between the States and active through many years in many avenues of commerce, Mr. Boyd had until the beginning of this year enjoyed excellent health. Early in the summer, however, his health began to fail, and he made several trips to Baltimore for special treatment. For the past few weeks he had been confined to his home. His death was not unexpected, and his relatives were at the bedside when the end came. No funeral arrangements had been made last night.

The death of Mr. Boyd removes from the business and social life of the city one of its most prominent figures. Besides heading the Planters' National Bank, rated as one of the strongest institutions of its kind in the country, he was vice-president of the Virginia Trust Company, president of James N. Boyd & Co., Inc., leaf tobacco dealers, and a director and stockholder in many other commercial organizations.

TOOK DEEP INTEREST IN AFFAIRS OF COMMUNITY

Mr. Boyd did not confine his energies alone to the walks of commerce. As a director in both the Police and Fire Department Benevolent Associations, he took a deep interest in these and other municipal activities. He was a member of the Chamber of Commerce, the Business Men's Commonwealth and Westmoreland Clubs, and the Country Club of Virginia. He was a vestryman in All Saints Episcopal Church and a member of R. E. Lee Camp No. 1, United Confederate Veterans.

James Nalle Boyd was born in the city of Richmond on May 23, 1850. He was the son of John W. Boyd and Virginia Nalle, and a grandson of Rev. John H. Boyd, of Scotch ancestry. His early education was obtained in the school of the late Rev. Roger Martin, a famous educator in his day.

At the age of fifteen Mr. Boyd enlisted in the Confederate Army, surrendering with his command at Appomattox. There was no period of his life in which he was not justly proud that in it he wore the gray of the Confederacy. In his later life he took a deep interest in the activities of the United Confederate Veterans. He was chairman of the finance committee in charge of the reunion that was held in Richmond last June.

BUILT UP GREAT BUSINESS IN YEARS FOLLOWING WAR

On the reorganization of some of the military after the war, Mr. Boyd joined the famous Company F, of the First Virginia Infantry. He was a member of that company and the Company Association which survived it, as long as either of the organizations continued in existence.

The close of the War Between the States left Mr. Boyd to share the common lot of poverty which was the heritage of the Confederate soldier. His business ability and his industry soon gave him a start in life. At the age of sixteen he was employed in the tobacco factory of Thomas & Oliver, where he learned the business thoroughly. As dealers in leaf tobacco on a large scale, the firm, of which he was the head at the time of his death, had a national reputation. He was president of the Richmond Tobacco Exchange.

Strict attention to duty and loyalty and devotion to his family and friends were among Mr. Boyd's chief characteristics. Without advertisement and in the most unostentatious manner, which marked his whole life, he took part in many movements of a philanthropic nature, particularly in activities connected with his church and the interests of Confederate veterans.

SURVIVED BY WIFE AND SEVERAL CHILDREN

In 1877 Mr. Boyd married Miss Mildred Coles Edmunds, a daughter of the late John R. Edmunds and Mildred Coles, of "Redfield," Halifax County, Va. His widow and the following children survive him: Elizabeth E., James R. N., Richard E., John W., and Mary E. Boyd, and Mrs. John G. Hayes, of this city; and Mrs. Asa E. Phillips, of Washington. He is survived also by four grandchildren.

The death of Mr. Boyd adds another name to the year's death roll of pioneer citizens. In larger number than in any other single year in a generation, there have died this year distinguished men whose lives have been parts of the city's history. A partial list includes John P. Branch, John L. Williams, Alexander Cameron and Gustavus Milhiser.

PASSES 12,000,000 MARK

Figures on Attendance at San Francisco Exposition.

SAN FRANCISCO, September 6.—The total attendance at the Panama-Pacific Exposition has passed the 12,000,000 mark. It was announced today. One million persons have passed through the gates in the last fourteen days, the average being 71,557 a day for that period.

Freight Handlers End Strike

DULUTH, MINN., September 6.—Announcement of an increase of 2 1/2 cents an hour for laborers on the Northern Pacific docks here today ended a strike of 200 freight handlers who walked out.

Well Known Banker Dies



JAMES N. BOYD.

RHODE ISLAND JURIST IS ASSASSIN'S VICTIM

Judge Knowles, of Eighth District, Shot to Death Near His Summer Home.

SLAYER MAKES HIS ESCAPE

Dead Man for Some Time Had Feared for Life, Having Confided That He Had Enemies Who Had Written Him Threatening Letters.

PROVIDENCE, R. I., September 6.—Willis S. Knowles, for the past seven years justice of the Eighth District Court, was shot to death near his summer home on Lake Mosawanicut, in North Scituate, today. The assassin, who fled from bushes by the roadside, escaped.

The police were searching for a man who formerly accompanied the justice on hunting expeditions, in the hope that he may throw some light on the dead man's personal affairs that will suggest a motive for the killing.

Justice Knowles, born in Ohio in 1858, was admitted to the Rhode Island bar in 1898. He was unmarried. He had an office in this city and a home in Cranston. This summer he had occupied a bungalow on the lake, and employed Mrs. Clara Wardell as a housekeeper.

Mrs. Wardell said he left the bungalow to catch a trolley car leaving for Providence at 8 o'clock this morning. He had been gone only a minute or two when she heard a man's voice calling: "Now I've got you, Judge!"

TWO BULLET WOUNDS IN BACK AND ONE IN JAW

Three shots followed. Running out to the highway, Mrs. Wardell found the justice dead, with two bullet wounds in his back and one in his jaw.

The police inquiry developed that the judge had for some time feared for his life. He had confided to intimates that he had enemies who had written him threatening letters. A month ago he had stated to friends he narrowly escaped being shot when approaching the bungalow.

Two foreigners found in the vicinity were detained today, but later were exonerated of any connection with the crime.

JUSTICE KNOWLES WAS FURTHERING ORGANIZATION OF A SOCIETY THAT PLANNED A CAMPAIGN AGAINST VIOLATORS OF THE FISH AND GAME LAWS.

He also had taken part in a movement to bring a closer police supervision of drinking places.

MRS. THAW MAY NOT FIGHT

Friends Think She Will Not Resist Divorce Action.

[Special to The Times-Dispatch.] NEW YORK, September 6.—That Mrs. Evelyn Nesbit Thaw has decided definitely to make no defense to the divorced action started by her husband, Harry K. Thaw, in Pittsburgh, became rumored about among her friends today, following her arrival here from "Camp Jack," the summer home of Jack Clifford, her dancing partner.

"I shall have nothing to say at present," said Mrs. Thaw. "I have no counsel, as I have had sufficient experience with lawyers not to wish to be any further tangled up with them. I can fight my own battles."

TURKISH DESTROYER SUNK

Sent to Bottom by Allied Submarine in Sea of Marmora.

ATHENS (via Paris), September 6.—The Turkish torpedo-boat destroyer Yar Hissar has been sunk in the Sea of Marmora by an allied submarine.

The Yar Hissar was built in 1907, was 184 feet long, displaced 284 tons, and had a speed of twenty-eight knots.

EARTH SHOCK RECORDED

Georgetown University Makes No Estimate of Distance.

WASHINGTON, September 6.—An earth shock of extraordinary violence was recorded to-night on seismographs at the Georgetown University. The disturbance began at 8:17 o'clock and continued for several hours. No estimate of the distance was made.

MONTAGUE PAYS TRIBUTE TO GLASS

Says Currency Act Has Kept This Country From Disaster Immeasurable.

SPEAKS TO LABOR DAY CROWD

Annual Outing Is Held by Richmond's Workingmen at State Fair Grounds.

Seven thousand people paid their way to the Fair Grounds yesterday to participate in the most successful Labor Day celebration that has ever been staged by the Central Trades and Labor Council. A smiling sky and an entertainment program, varied enough to appeal to every taste, sent the multitude home late in the afternoon well satisfied with labor's latest big outing.

At the afternoon high tide the crowd in the grand stand took on the proportions of every description during the Fair week. Although the din of the Midway was absent, the hot-dog vender was on the job, as were also the purveyors of useless dolls, sandwiches of sorts and drinks of all nations, not to omit the omnipresent baby rack wherein one hits a dough face with a ball and wins a vile cigar.

CONGRESSMAN MONTAGUE AND MRS. VALENTINE ARE SPEAKERS

There were other amusements without number. Ball games and foot races in the morning gave way to freak races of every description towards the middle of the day, and in the afternoon a fleet of motorcycles raced madly round the one-mile course to the cheers of a packed grand stand. The bill included several spirited horse races.

Midway on the program between the motorcycle races and the dancing contest in Industrial Hall, the merry-makers paused for an hour to give ear to Congressman A. J. Montague and Mrs. B. B. Valentine, president of the Equal Suffrage League of Virginia, who touched briefly on questions of the day.

Congressman Carter Glass, who was also on the program for an address, sent a telegram expressing regret that he was unavoidably detained. The speakers were presented by Mayor Ainslie, who was introduced by the presiding officer, R. T. Bowen.

MONTAGUE PAYS ELOQUENT TRIBUTE TO GLASS

Mr. Montague paid an eloquent tribute to his absent colleague. It was to be regretted, he said, that Congressman Glass, to whose patriotic service the country is indebted in large part for the most constructive piece of legislation in two generations, was not able to be present on this occasion.

"Virginia has good reason to take pride in the record of the Congressman from the Sixth District," said Mr. Montague. "The great currency reform, in which he took so prominent a part, in my opinion, is responsible for the fact that the country is not today resting under the shadow of a financial panic more serious and far-reaching than any similar disturbance that it has yet experienced."

"In this day of distress, when the world's commerce and finance has been torn asunder by the greatest war of all times, when our own industry feels the conflict which rages in Europe, in this hour of distress and sympathy with the belligerents, the great reform wrought by Congressman Glass and his co-workers in Congress is protecting the United States from disaster almost immeasurable."

DISCUSSES RELATIONS OF CAPITAL AND LABOR

The tribute to Congressman Glass was received with prolonged applause. Mr. Montague proceeded with an informal commentary on questions of immediate interest—the relation of capital and labor, the problem of immigration. A boisterous dog and pony race, just across the race track and amateur motorcycle racing, with wheels through their pieces, with much popping of motors, forced the speaker to suspend several times in good-natured concession to the rival attractions.

"America's true greatness and the soundness of her governmental institutions has never been better demonstrated," said Mr. Montague, "than by the facility with which she has absorbed and assimilated the vast immigration that has come to her shores. "Immigration will continue to come to this country, but it will come in decreasing volume. No country should be compelled to absorb immigration past her powers to assimilate it. There will be suitable legislation to this end. America wants no immigrants who will not serve this country's flag before their own."

AMERICAN WORKMEN ARE MORE INTELLIGENT

Mr. Montague spoke with appreciation of the support he and his colleagues have always received from the ranks of organized labor. After much observation in European countries and in the Latin countries to the south, he said, he is firmly of the belief that the great industrial population of the United States far exceeds in general intelligence and faithfulness to the best ideals of government, the citizenry of other nations.

The speaker saw in the not distant future a better and more lasting adjustment between capital and labor than obtains now. Between capital and labor, he said, there should be no conflict. They are mutually inseparable, and must work together in harmony. The trend of all legislation, he said, is toward about just such an adjustment.

Mayor Ainslie presented as the next speaker Mrs. Valentine, president of the organization whose members, he said, "are the sweet thorns in the sides of the members of the Virginia Legislature."

The crowd gave Mrs. Valentine an ovation. She pleaded with them as Virginians, famed the world over for chivalry to their womenfolk, to write

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MENACE TO RIGA IS MORE SERIOUS

Important Russian Seaport on Baltic May Be Completely Isolated.

AIRCRAFT ACTIVE IN GULF

Artillery Duel in West Unabated, With Allies the Aggressors.

LONDON, September 6.—The menace to Riga, the important Russian seaport on the Baltic, is becoming more serious. The Germans still hold the bridgehead at Friedrichstadt, effectively cutting off Riga's railway communication to the south, and German aircraft are active in the gulf, perhaps presaging another naval clash as part of a concerted German move to complete the isolation of the port.

According to an unofficial Berlin dispatch, the Germans claim possession of the gulf, the Russians having abandoned Dagoo, the northernmost of the three islands just outside the gulf.

Today's Berlin official communication lays no claim to further progress by Von Hindenburg from the Baltic to Grodno, but further south, Prince Leopold and Von Mackensen are said to be advancing. The Austrian official statement records nothing but Teutonic gains in the extreme south.

The great artillery duel in the west goes on unabated, with the allies 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.

FORTY FRENCH ARMIES RAID GERMAN TOWN

[Special Cable to The Times-Dispatch.] LONDON, September 6.—In retaliation for what the French War Office terms a surpassingly wanton aerial attack on Luneville by German Taubes, forty French armies to-day raided the German town of Saarbrücken, in the Rhine province, causing considerable damage. The railway station, factories and military establishments of whatever character were made targets of the French bombs.

During the German raid of Luneville, which the French ministry states is an open town with no military works of any character, the Germans, according to the Paris statement, dropped bombs on the most thickly settled section of the city. The market-day crowds suffered heavily from the rain of projectiles from the clouds, and women and children being claimed as victims.

A German machine, while threatening Luneville, was forced to descend, and the pilot and observer were captured. St. Die, one of the other extreme of the battlefield, also was bombed by the Germans.

Artillery combats still rage with great vigor in many sections of the front. Heavy damage is reported to have been inflicted on the German trenches north of Arras by the fire of the French guns.

ROUMANIANS ORDERED TO REPORT TO REGIMENTS

BERLIN (via wireless from London), September 6.—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."

ARRIVAL OF GERMANS ONLY HOPE OF YOUNG TURKS

[Special Cable to The Times-Dispatch.] MITLENE, September 6.—Constantinople advices state that the speedy arrival of German forces is now the only hope the Young Turks have of relieving the desperate plight of the city.

Because of the lack of coal and flour, the mills are nearly all idle, and bread is often unobtainable. Free fights are of daily occurrence around the few bakeries still able to work.

TWO BRITISH SHIPS SUNK

Steamers Mimosa and Cymbeline Sent to Bottom.

LONDON, September 6.—The British steamer Mimosa, from New York for Belfast, has been sunk. Her crew was saved.

The Mimosa, 3,446 tons, left New York August 21 for Belfast. She was 252 feet long, and was a freight-carrying steamer.

SIX OF CREW KILLED AND SIX OTHERS INJURED

LONDON, September 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, 4,505 tons gross, and 370 feet long, was owned by the Bear Creek Oil and Shipping Company, of Liverpool. She was last reported as having sailed from Port Arthur, Tex., August 13, and Norfolk, Va., August 21, for Dartmouth, England.

BRADLISH SHIP WRECKED

KINGSTON, JAMAICA, September 6.—The Brazilian sailing ship Melito was wrecked last night on the Pedro Keys, off the south coast of Jamaica. Captain Tellefsen and his crew were saved.

The Melito was bound from Barbados to Tampa in ballast.

Ends Stirring Tale of Eleven Days on German Submarine

American Sailor Boy Sees Eleven Ships Sunk in Spectacular War Below Surface

Closes Thrilling Story of Life on Submarine

This is the story of an American lad, a sailor on board a Norwegian ship, sunk off the Irish coast by the German submarine U-30. Picked up by the submarine and landed in Helgoland, he remained eleven days on board, while the under-sea boat hunted the Irish sea and sent to the bottom eleven merchant ships, and came near being sunk herself.—Henry Reuterdahl.

BY CARL FRANK LIST. (Copyright, 1915, by the Star Company.) Last Installment.

But the worst of it was that you could not sleep—things happened. You dropped the dead on the deck and some one stepped on your insides as the gong sent all hands to their stations, even two or three times a night. No one took care of his clothes, except maybe to change them. No one washed.

All hands, officers as well, turned in just as they were, just kicking off their sea boots before stretching out on their bunks. The officers and the machinists never took off their leather suits—simply a mass of grease. Worn to shreds from constant watch-keeping, no one thought about looks.

No wonder they called us the "bar-bag" of Helgoland. Myself, I never had my things off. Had two change of water was scarce—there were eight more thirsty men added to the ship's company when they picked us up.

Coffee and stew made the main part of the grub—the former to keep you from getting an ailment. British ship we got some tea, and a Spaniard sold the officers' wine and an Italian, cherries. They bought butter and eggs from a Dutchman.

With this hair-trigger existence there could be no regularity of meals. The alarm "taut station" might come at any time. Down would go the big collapsible mess table, their supports kicked out by the men rising on the double quick. The tables, the chairs, and the benches were stowed away in the bulkhead and the "spatters" the bulkhead and your face—it was touch and go, always.

NOT KNOW YOU WERE MOVING WHILE UNDER SURFACE

In spite of the heat from the engines and the steam, the air was damp. When U-30 was running below the surface the seams in the ceiling dripped constantly, and even when she was on the surface there was a trick-drip and drip of moisture. No wet clothing could be brought inside the conning tower. Ever so often, when near the surface, the air was renewed, and if a man found his head buzzing he would ask permission to open the air lock, and try to get a little fresh air. Always when the U-30 was navigating, the roar of machinery and pitch or roll, kept the nerves strained. Under water, there was no motion, except the thing was as still as a rock; you would not know you were moving. But on the surface in a bad blow, she rolled, and slowly. Some men would get seasick, but not me.

Without amusement below decks, dull men were resting like reeling prize fighters, waiting for the gong for the next round. One might pull out his bag and find his clothes all mildewed and damp, and try to get a little fresh air. Or he might have a "mugup" of smoked herring, with a cupful of raspberry juice. Nothing stronger was allowed on board. Or he would shine his iron boots, or look at the prospect of a long length, as you do at your first watch. For every one in the crew had the iron cross, second-class, with the ribbon. Captain Foerster and the officers had the same, but first and second.

MEANS SHORTER CRUISE

And rightly they earned it—even the extra money for each day's life in a steel can always at the brink of death. No wonder they were solem and taciturn, and their gayety forced and momentary, with only an inward longing to get home. Each, of course, had a certain amount of money, each sunken ship, each expended shell, meant a shorter cruise and an earlier furlough, with a hug from the Schatz in the village.

But there was no brag, no hero stuff—just men doing their duty quietly and in a whisper, without hate and because of orders. The officers took a business-like view of their work and seemed like cogs in the great machine—not humans. They had an infinite faith in the U-30, and would surely perish—first blowing her up—before allowing capture. Of the nets planted by the British they had full knowledge and charts, and would simply submerge and go underneath a dog's head, as they ducked the netsweepers towed by the trawlers.

To me, all hands on the German submarine U-30 appeared to be a kindly lot. They shared everything with me. And when a life was lost, there was sorrow.

I saw nothing but courtesy, brusque and hasty, of course, shown to the crews of the vessels destroyed.

They made more fuss over the St. Bernard dog which was killed during the sinking of the French schooner L'Indivisible than if a million-dollar steamer had gone down. And this right before the eyes of two French torpedo-boats coming up in chase.

Every command was executed instantly and the discipline was "spic and span." The smallest of the best established a certain chumminess between officers and men, unknown to a big ship. I guess they thought they were likely all to die together!

It was now a full week since I had climbed over the shiny side of the U-30, dropped below through a hatch, found

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SEVERE CRITICISM BY TAFT

Analls Administration of Philippines by Governor-General Harrison.

SAN FRANCISCO, CAL., September 6.—Severe criticism of the administration of the Philippines by Governor-General Harrison was voiced today by William H. Taft in an address before the Commonwealth Club of California.

Mr. Taft said that Governor Harrison, whom he designated "a Tammany Congressman of long standing," knew nothing about the Philippines, their people, or their problem, and that his first act was to place himself under the virtual control of Manuel Quezon, delegate to Congress from the islands, and a Filipino politician of not the highest standing in the Philippines.

Wholesale removal of experienced American officials of the government to make room for Filipino officeholders was decided upon by Governor Harrison, said Mr. Taft, after counsel with Quezon and Mr. Osmena, Speaker of the National Assembly.

The former President said continuation of the policy now being pursued in the islands "might eventually demand the intervention of the American government in much the same manner as the present Mexican situation."

TEST NATION TO FOUNDATION

Complex Investors Demand Unambiguous Answers, Says Seddon.

BRISTOL, ENGLAND, September 6.—The forty-seventh annual Trades Union Congress, expected to be one of the most important gatherings in British labor history, began here today.

In his opening address, James Andrew Seddon, the chairman, declared such complex questions as conscription, exploitation of food products, regulation of labor under war conditions, and female labor, would test the nation to its foundation, and demanded immediate and unambiguous answers. He urged the congress to prepare for the time when there would be a resumption of world-wide unity in the contest between capital and labor.

Mr. Seddon spoke of the war as "a death struggle between systems that cannot co-exist in freedom is to be anything more than a name." He asserted that the only way to minimize the danger from women's labor was to insist upon equal pay for equal work.

FAIL TO REACH HALIFAX

Members of Anglo-French Financial Commission Do Not Arrive.

BANGOR, MAINE, September 6.—The Anglo-French mission sent to America in connection with the question of American exchange, did not arrive at Halifax today, as had been expected. It was believed they would come on the last cruiser Argyll, which brought the third consignment of gold and securities, probably amounting to approximately 500,000,000 from England, to strengthen British credit in America.

Soon after the Argyll was tied up to her dock, the gold and securities were transferred under a heavy guard to seven steel express cars and started for New York. There the gold and securities will be deposited in the sub-treasury to the credit of J. P. Morgan & Co., the fiscal agents in this country for Great Britain.

DANIELS DELAYS REPORT

Awaits Further Information Regarding Lessons of Present War.

WASHINGTON, September 6.—Secretary Daniels will not make a final report on plans for strengthening the navy until he has received further information regarding lessons learned during the present war in Europe. He announced this today, following a long conference with President Wilson.

Secretary Daniels said that he had discussed several phases of his plans for the navy with the President, but was not ready yet to make the complete report requested by the President. He said he wanted to delay final recommendations in order to get as many facts as possible from abroad. He asserted that no decision had been reached as to how many battleships would be recommended to Congress.

PARTLY IDENTIFY NEGROES

Effort to Break Down Abbi of Men Held for Mohr Murder.

PROVIDENCE, R. I., September 6.—An attempt was made today to break down the abbi of two of the three negroes detained in connection with the murder of Dr. C. Franklin Mohr. Samuel Selley and Archibald Ducharme, of this city, made what police said was a partial identification of Victor Brown and Henry Spellman as the negroes they had seen Tuesday night on the Nayatt road near the spot where Dr. Mohr was killed, and his secretary, Miss Emily G. Burger, wounded while in their stalled automobile.

FOR WOMAN SUFFRAGE

Gompers Delivers Labor Day Address at Marlon, Ill.

MARION, ILL., September 6.—Samuel Gompers, president of the American Federation of Labor, pleaded the cause of woman's suffrage and international peace in an address here today, and asked his hearers to "unite with President Wilson for world-wide peace and the brotherhood of man."

Great labor victories, he said, are won by preparedness and by arousing unity when the need is great.

LINER HESPERIAN GOES TO BOTTOM; TWENTY-SIX DEAD

Revised Figures of Losses Issued by Allan Line Officials.

TWELVE PASSENGERS AMONG THIS NUMBER

Captain Remains by His Ship Until Efforts to Save It Prove Futile.

TORPEDED WITHOUT WARNING

Nothing in Advances Serve to Change Waiting Attitude of American Government.

QUEENSTOWN, September 6.—Six second-cabin passengers, six third-cabin passengers and thirteen of the crew of the steamer Hesperian, torpedoed 150 miles off Queenstown on Saturday evening, were revised figures to-night, according to revised figures issued by the Allan Line. This brings the probable death list, including Miss Carberry, of St. Johns, Newfoundland, whose body is here, up to twenty-six.

The captain of the Hesperian remained by his ship until it sank, while being taken into port. He declined to comment on the disaster for publication. Any 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 to-day that the Hesperian was torpedoed.

Most of the survivors, passengers and crew, will leave Queenstown to-morrow by special train and boat for Liverpool.

CAPTAIN AND OFFICERS ON STEAMER TILL LAST

Captain Main and the officers who remained aboard the steamer while efforts were being made to tow her to port were able to save some of their effects before the ship plunged to the bottom, seventy-eight 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 her 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 Hearray.

Captain Main, of the Hesperian, made the statement to-day that the steamer had been torpedoed, and that no warning was given.