

# ALLAN LINER HESPERIAN TORPEDOED OFF IRISH COAST WITHOUT ANY WARNING

## Ship Floats for Several Hours and Goes Down a Few Miles from Queenstown--Death List Is 26.

## 3545 BAGS OF MAIL ARE LOST WITH LINER

## Captain Remains with Doomed Boat Until It Disappears--Passengers and Crew Assert Ship Was Torpedoed, but the Real Facts in the Case May Never Be Known.

London, Sept. 5, 11:00 p. m.—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, and, according to a statement issued by the company to-night, every soul aboard was saved.

No submarine was seen, and probably it was too dark to observe the wake of a torpedo, but all the passengers and members of the crew who arrived at Queenstown in the rescue steamers agree that the attack was made by a German undersea boat, basing their opinion on the force of the shock and the great volume of water thrown into the air. This dropped back on the deck, drenching the passengers who were taking an after dinner promenade, feeling quite safe in the belief that they had passed the submarine danger zone.

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 to-night, but two members of the crew were American citizens, and they were both saved.

About 30 Canadian soldiers, who were wounded in battle in Flanders, were going home to recuperate. Most of the other passengers were Canadians, returning from a visit to England, or English people on their way to Canada to settle.

The torpedo struck the Hesperian in the forward engine room, and the ship immediately began to settle by the head. Captain Main ordered the passengers and crew into the lifeboats, but with his officers remained on the bridge, although at that time he must have felt sure that his ship would go down.

The discipline was perfect, but one of the boats, the falls of which became jammed, capsized, and those in it were thrown into the water. In the darkness confusion naturally prevailed, but all were picked up, and with other passengers and the crew were transferred to the rescue steamers which arrived in answer to wireless calls for assistance. The Hesperian was about 150 miles to the westward when struck.

The question is being asked throughout England to-night as to how the United States will view this attack without warning on the Canadian liner.

### Had 350 Passengers.

London, Sept. 5.—The Allan line steamship Hesperian was torpedoed at 8:30 o'clock last night off the south coast of Ireland, 100 miles southwest of Fastnet. Approximately 350 passengers were on board, one or two of them Americans. All were saved, according to the latest report issued by the Allan line.

The steamer did not sink and is reported to be proceeding, under convoy, to Queenstown, to which port most of the passengers and crew were taken by rescue steamers summoned by wireless calls for help.

Passengers landed at Queenstown asserted that the attack was made without warning. The United States embassy here has not yet received information on this point. The American consul at Queenstown telegraphed the embassy, however, that there were one or two Americans aboard, adding that none were lost.

The Hesperian, a vessel of 10,500 tons gross, was outward bound from Liverpool for Montreal. Many of the passengers were wounded Canadian soldiers on their way home from the front. Early reports from Queenstown were that there were 30 in the first 24 hours, 120 in the second and 250 in the third, but it was later announced at the Allan line offices in Liverpool that the passengers numbered only about 25. There were approximately 25 in the crew. The attack on the Hesperian came just as darkness was falling. Passengers, who have reached Queenstown, express the belief that she had been chased for some distance by a submarine which dived as soon as it was within range. The attack came so suddenly, it was stated, that great alarm was felt aboard the steamer.

The torpedo struck the ship forward of the engine room, tearing away the forward part, so that water rushed into the forward compartments. The wireless operator instantly sent out a call for aid, while Captain Main ordered the boats over the side. Three of them are said to have been upset in launching and 20 persons who were injured have been landed at Queenstown. So far as known all those thrown into the water were saved.

A fleet of rescue steamers soon reached the scene, and all the persons in the small boats were taken aboard. When it was seen that the Hesperian was likely to remain afloat for some time, Captain Main, regarded as one of the most reliable commanders in the Allan line service, insisted upon returning to his ship to await the arrival of administrative help, which he hoped would be able to take her safely to Queenstown. Twenty of his men went back with him.

The Hesperian was a vessel of 6,124 tons net. She sailed from Montreal August 17 for Liverpool, where she was reported to have arrived August 27.

The Allan line, owners of the Hesperian, has been operated for about three years by the Canadian Pacific railway, ships of the line running between Great Britain and Canadian ports.

### States Ship Was Armed.

Washington, Sept. 5.—A cablegram from American Consul Frost at Queenstown to the state department to-night, announcing the torpedoing of the Allan line steamer Hesperian with a loss of about eight lives, said the liner carried mounted and visible on her stern a 47 inch rifle.

The consul's message, dated 1:00 p. m. today, follows: "The Allan line Hesperian torpedoed by German submarine 20 miles southwest of Fastnet at 8:30 o'clock Saturday evening. One or two Americans on board, some lost. Loss of life about eight. Vessel has not sunk. Admiralty boats landed passengers and troops at 8:30 this morning. Have returned to bring Hesperian in here (Queenstown). Two about nine o'clock tomorrow morning. There were about 35 Canadian troops on board, unorganized and unaided. Also one 47 inch gun mounted and visible on stern. Vessel bound for Montreal."

The Hesperian, a twin screw steamer, was built at Glasgow in 1908. She was 487 feet long.

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Hesperian was not armed, Allan line officials declare.

Montreal, Sept. 5.—Officials of the Allan line here tonight denied the statement of American Consul Frost at Queenstown, who in a despatch to Washington said that the Hesperian carried a 47 inch gun.

"So far as we know," said one of the officials of the company, the Hesperian did not carry a gun. The only armament she carried was a 47 inch gun mounted on her stern. The Hesperian, a vessel of 10,500 tons gross, was outward bound from Liverpool for Montreal. Many of the passengers were wounded Canadian soldiers on their way home from the front. Early reports from Queenstown were that there were 30 in the first 24 hours, 120 in the second and 250 in the third, but it was later announced at the Allan line offices in Liverpool that the passengers numbered only about 25. There were approximately 25 in the crew. The attack on the Hesperian came just as darkness was falling. Passengers, who have reached Queenstown, express the belief that she had been chased for some distance by a submarine which dived as soon as it was within range. The attack came so suddenly, it was stated, that great alarm was felt aboard the steamer.

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# SUBMARINE WAS NOT SEEN FROM THE HESPERIAN

## Allan Line Issues Formal Statement to That Effect, Also Certifying That Absolutely No Warning Was Given.

## Captain Main's Story

## He Made Affidavit to Consul Frost That Vessel Carried Six-Inch Gun—Rumor That Attack Was Designed by Von Tirpitz Party for a Climax.

## SEC. LANSING HEARS DUMBA

## Austrian Ambassador Explains Decree-making Nationals Liable for Assisting the Allies.

## WINDOSKI SAVINGS BANK

## THE COMMON FOE

## THE BURLINGTON TRUST CO

## HOME SAVINGS BANK

## HOWARD NATIONAL BANK

## SAFETY FOR THE FUNDS

## CITY TRUST COMPANY

## LOMBROSO ON COURSE OF DRINK

## BRIEF DESPATCHES

## ENGLISH TRADES' UNIONS CONGRESS TAKES ACTION AGAINST CONSCRIPTION

## PROTECT YOUR FUTURE BY PUTTING YOUR SAVINGS IN THIS BANK.

## Chittenden County Trust Co., Burlington

## You are protected with our assets of over \$2,000,000.

# REAL CONSPIRACY TO DO AWAY WITH U. S. AUTHORITY

## Brownsville, Texas, Sept. 7.—More evidence of a widespread conspiracy among Mexicans on both sides of the boundary to try to overthrow American authority in the border country was turned up by the authorities here today.

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## You are protected with our assets of over \$2,000,000.

# Burlington Savings Bank

Incorporated 1847.

Total Assets ..... \$16,473,702.88  
Surplus held as a guarantee fund \$1,183,727.47

## 4 per Cent. Compound Interest

Do not wait to accumulate large amounts, but whenever you have a small sum deposit it. The time to start is now.

WRITE FOR FURTHER INFORMATION

C. F. Smith, President. S. W. Ward, Treasurer.  
E. W. Perry, Vice-president. E. S. Johnson, Assistant Treasurer.

## THE COMMON FOE

of every community is that demoralizing spirit of indifference that is always present in certain classes that are for ever down at the heel because of the entire absence of the practice of even moderate thrift.

The school savings system inaugurated by us years ago combats this foe and seeks to inculcate in the mind of a developing youth the idea of saving some portion of it on the slenderest income. And there is evidence that parents appreciate our undertaking. SAFETY FIRST.

## THE BURLINGTON TRUST CO

City Hall Square--North

## WINDOSKI SAVINGS BANK

Interest at the rate of 4 1/2% per annum paid on deposits July 1, 1915, ending three consecutive dividends at this increased rate.

No loss sustained on any investment made in the past 25 years.

Over \$2,200,000.00 of Deposits.

Over \$2,427,000.00 of Assets.

Surplus is \$227,000.00, which is now over 10 per cent. of its deposits.

Knowledge of safe investments gained by 45 years of experience.

In choosing a place for your money, consider safety all the time.

Vermont (Mutual) Savings Banks have no stockholders.

The surplus belongs to the depositors.

Deposits on or before October 7, 1915, will receive 4 1/2% interest.

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## HOME SAVINGS BANK

### THE RIGHT STEP

When you open an account in the Home Savings Bank and open an account, you take a step in the right direction—one that will give you a stronger grip on your money. Home—your bank with you.

## 4 per Cent. Interest Paid

## HOWARD NATIONAL BANK

BURLINGTON, VERMONT.  
Capital \$300,000. Surplus and Profits \$300,000.

### SAFETY FOR THE FUNDS

Of our depositors, promptness in all transactions and unexcelled facilities for handling your business in every department of banking, is the basis upon which we invite your account.

Organized in 1870.

E. E. BURGESS, President. ELLIAS LYMAN, Vice-president.  
H. T. BUTTER, Cashier. H. S. WHELAN, Assistant Cashier.

## CITY TRUST COMPANY

Office With the Howard National Bank  
Your Earnings Go

Into the bank whether you put them there or not. If you would not see your earnings come and go deposit them. It's better to deposit your earnings in an interest-bearing bank.

H. T. BUTTER, Treasurer.

## LOMBROSO ON COURSE OF DRINK

Alcohol, in any form, is a poison. It is a drug that acts on the brain, and causes an active irritation in the membranes and central organs. The stimulus is distributed to the vessels, paralyzing the nervous system, and finally the brain, which is the seat of intelligence. It is a drug that acts on the brain, and causes an active irritation in the membranes and central organs. The stimulus is distributed to the vessels, paralyzing the nervous system, and finally the brain, which is the seat of intelligence.

## BRIEF DESPATCHES

New York, Sept. 7.—The suspension of the 14th Amendment to the constitution of the United States, proposed by the House of Representatives, was rejected by the Senate today by a vote of 77 to 23.

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## ENGLISH TRADES' UNIONS CONGRESS TAKES ACTION AGAINST CONSCRIPTION

Bristol England, Sept. 7.—A resolution against conscription was passed unanimously with great cheering at today's session of the Trades' Union congress.

The resolution was forwarded to President Asquith, Earl Kitchener, David Lloyd George and Lord Ritchie.

The congress also declared in favor of nationalization of the railroads, taking the position that the experience of the government in managing the roads during the war was sufficiently encouraging to justify this step.

## PROTECT YOUR FUTURE BY PUTTING YOUR SAVINGS IN THIS BANK.

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You are protected with our assets of over \$2,000,000.

ored to calm their fears, but when it became known that the ship had been torpedoed the women and children were ordered on deck to take their places in the boats.

"The stewards put life belts on them and helped them into the boats. Three of the lifeboats capsized as they were lowered to the water. I helped to prepare boats and rafts which were subsequently lowered, containing quite a large number of women and children who had elected to remain on the ship. Several of the boats left the ship not quite full. I assisted in getting wounded Canadians into some of the boats. I left the Hesperian at midnight in a collapsible boat."

Another American on board was a steward named McAllister, whose home is Grand Rapids, Mich. The Hesperian had on board 2,700 sacks of mail for the United States.

Montreal, Sept. 5.—The Allan line messenger-boat received cablegrams from England informing them that the Hesperian, which was torpedoed, was proceeding to Queenstown under convoy. All the passengers were saved and the crew was standing by the vessel. Numbers one and two holds were full of water.

Liverpool, Sept. 5.—The Allan line issued the following notice this evening: "All the passengers and crew of the Hesperian were safely landed today at Queenstown."

Twenty-six not accounted for.

Queenstown, Sept. 6.—Six second-class passengers, six third-class passengers and 12 of the crew of the Hesperian, torpedoed 50 miles off Queenstown Saturday, were unaccounted for to-night, according to the official figures issued by the Allan line. These include the probable death list, including Miss Carberg, of St. Johns, N. E., whose body is here, up to 25.

The captain of the stricken liner remained by his ship until it sank. He declined to comment on the disaster for publication being 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, 1 1/2 miles southwest of Fastnet, not far from the scene of the attack, taking with her 375 bags of mail, much of it belonging to neutral countries.

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

The names of the missing second-class passengers are: Mrs. Fisher, Joseph Fowler, Mrs. Fowler, Maria Jenkins and Miss Murray.

Sinks in Deep Water.

London, Sept. 6.—The Allan line steamer Hesperian sank at 8:30 o'clock this morning within a few miles of Queenstown after Captain Main and a volunteer rescue crew of 25 had made a brave fight to bring the crippled ship into port. During the night the Hesperian settled gradually to the head, 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 any one who saw a submarine or a torpedo.

The American embassy is receiving reports from Consul 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. Captain Main's statement probably will be taken later today.

Queenstown, Sept. 6.—Mr. Hamilton, a railway passenger on the Hesperian, said after his rescue: "No warning whatever was given before the torpedo was fired. Suddenly a boat was ordered: '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. Why it was I cannot say, but 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 two hundred women and children. It is reported here that a sailing vessel was torpedoed about the same time as the Hesperian.

If clothes-bayonet is the big problem that confronts you just now, there's a lot of "interesting reading" for you in the "babe" today—and some money-saving ideas.

Liverpool, Sept. 6.—"No submarine was seen by any one before the ship was struck nor was any warning given," says an official statement issued by the Allan line regarding the steamer Hesperian and which seemingly sets at rest the story that a warning was shouted by a lookout just before the vessel was struck.

The impact of the torpedo was so great, the statement adds, that the vessel stopped as dead as were the engines.

Washington, Sept. 7.—Commander Main and the first and second officers of the Hesperian made the affidavit which was called by American Consul Frost at Queenstown. They asserted that the torpedo struck the ship about eight feet below the water line and that the steel fragments flew about the deck with large quantities of water.

They also declared that there was a strong odor of high explosives and that the Hesperian had a 6 1/2 inch gun" on board which had "been painted a service gray and would not have been conspicuous even at short range and probably would not have been observed at all through the periscope of a submarine."

London, Sept. 5.—A despatch to the Daily Telegraph from Rotterdam says: "It is freely rumored in Berlin that the sinking of the Allan line steamer Hesperian was deliberately designed by the party of Admiral Von Tirpitz, the German minister of marine, to bring to a climax the differences between Von Tirpitz and Dr. Bethmann-Hollweg, the imperial chancellor, over the last night's cabinet Wilson concerning the use of submarine boats against liners."

London, Sept. 5, 11 a. m.—The American consul at Queenstown, according to the Daily Mail, has received information that a man named Wolf, aged 23, and born in New Jersey, was lost in the sinking of the Hesperian.

## BIG MEN AT FAIR

President Butler of Columbia University and Senator Weeks of Massachusetts to speak.

White River Junction, Sept. 7.—Dr. Nicholas Murray Butler, president of Columbia University and an educator of international prominence, and the Hon. John W. Weeks, United States senator from Massachusetts, will be the guests of the Vermont State Fair commission at the State Fair to be held here September 14, 15, 16 and 17.

These two well-known men will deliver addresses on the subject of "Higher Citizenship." Mr. Butler will speak on Thursday, September 16, at 10 o'clock in the morning and Senator Weeks will speak on Friday, September 17, at the same hour.

The grandstands will be free to the public for these addresses, the orators speaking from an automobile directly in front of the stands. It is planned to give addresses on Tuesday and Wednesday for a series of conferences, and to formulate the next step in their plan. Mr. Lansing said today the meeting had not been definitely arranged, but that it would be held before September 15, because the Argentine ambassador, Mr. Naon, leaves on that date for a visit to his home.

As to what the next move is to be nothing has been disclosed. General Carranza has not yet replied to the appeal, although he has given indications unofficially that he would decline the offer of assistance, made by the Pan-American conference, unless the United States and many leaders affiliated with them have agreed to the proposed peace conference.

Carranza may reply before the conference meets and indicate to the officials who believe that he is not likely to leave the way open for further negotiations, officials are convinced, however, that Carranza will make a tremendous effort within the next few weeks to drive Villa from his strongholds at Torreon and Chihuahua and thus establish a virtual complete supremacy of his government.

Again to-day Carranza and his commanders on the Mexican border issued statements disclaiming any participation in the border raids and asserting that orders had been given for co-operation with United States forces to avert border hostilities.

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Washington, Sept. 7.—Secretary Lansing and the Latin-American diplomats cooperating with him in the effort to re-establish constitutional government in Mexico will meet next week to consider replies to their appeal to the Mexican government to accept the offer of assistance, and to formulate the next step in their plan.

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