

NOTICE TO ADVERTISERS.
In order to ensure changes being made in advertisements copy must reach this office not later than nine a.m. on the day of publication.

The Daily Mail

THE WEATHER.
Maritime — Generally fair in Cape Breton and P.E.I., becoming showery elsewhere.

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FREDERICTON, N. B., SATURDAY, AUGUST 29 1914

TWO CENTS PER COPY

NAVAL VICTORY FOR BRITISH

The North Sea Fleet Gets First Whack at German Naval Squadron off Heligoland Island---Three of the Enemy's Ships Put Out of Business

News of Admiral Beatty's Victory Aroused Great Enthusiasm in London---The Attack of British Fleet Was Carefully Planned---Beatty one of the Most Brilliant Young Officers in the Navy---Troops at Valcartier Camp Doing Good Work at Drill---Movemeni on Foot to Form a Distinct New Brunswick Regiment

WAR SUMMARY

Passing behind Germany's heavily fortified outpost on Heligoland Island, English Cruiser fleet yesterday attacked German cruisers and destroyers guarding approach to German coast. Two German cruisers were sunk, one disappeared in a sinking condition and two German destroyers were sunk.

The English fleet sustained no serious damage.

England will use native Indian troops in the campaign on the continent.

The French war office statement say Situation from North west France to Vosges remains unchanged and that German forces appear to have slackened their march.

A Report from Washington says that Italy may support the tripple alliance

ULTIMATUM LOOKED FOR.

London, Aug. 29—An Italian ultimatum demanding an explanation for the massing of Austrian troops on the border is looked for shortly.

MILITARY ACTIVITY.

London, Aug. 29—Reports of fresh military activity are confirmed. A number of German officers are said to have arrived in Constantinople.

Paris, Aug. 28—The war minister has no facts that would justify the extravagant claims of Berlin as to the "route" of the allies along the western frontier.

It is undoubtedly a fact that the war plan embraces a real all along the western wing of the allies' army and a corresponding advance on the east in order to turn the German army in such a fashion that it cannot get back to Berlin in time to seriously check the advancing Russians.

All reports from the front tonight indicate that there has been no marked change in the situation during the past twenty-four hours.

TWO HUNDRED

BRITISH WOUNDED

Southampton, Eng., Aug. 29—The first hospital ship from France arrived here last night, with 200 British wounded from the first battle at Mons. Nearly all the men were injured by shell fire.

APPALLING LOSSES

Paris, Aug. 28—An official communication issued by the war department tonight says:

The situation on our front from the department of Somme (northwest France) to the Vosges remains the same today as yesterday.

"The German forces appear to have slackened their march."

The apparent inaction of the armies as indicated in the official statement, is explained by the frightful exhaustion of both sides, who for days have been fighting furiously. The losses of both armies are appalling, particularly those of the Germans. As an illustration of the losses sustained by the Germans, a prisoner relates that two German regiments, the 112th and 142nd, were so cut down that they were made into one, and of that only sixty men now remain.

THE RUSSIAN STEAM ROLLER

Paris, Aug. 28—The war office tonight issued this announcement:

"In Galicia the Russians are taking a vigorous offensive. After successful engagements near (name of place evidently cut out by censor) they are marching on and now are only twenty miles from that town. In Eastern Prussia the Germans continue an active retreat toward Koenigsberg."

FRENCH INFLECT LOSSES

London, Aug. 29—An official statement issued by the French embassy last night says:

"Yesterday our troops took up the offensive in the Vosges, in the region between the Vosges Mountains and Nancy, where fighting has been going on for a fortnight. The German losses were considerable."

GERMANS BOMBARDING MALINES

London, Aug. 28—The Germans continued to bombard Malines today, destroying or damaging most of the monuments, according to a despatch from the Ostend correspondent of Reuter's Telegram Company. They have not entered the town, however.

ALLEN-TEIN IN RUSSIAN HANDS

London, Aug. 29—The Russian embassy here last night received despatches from St. Petersburg to the effect that the Russians had occupied Allenstein, East Prussia, sixty-five miles south of Koenigsberg, after repulsing the Germans, who had brought up the reinforcements.

A NAVAL VICTORY.

London, Aug. 28—It is announced that the British fleet has sunk two German cruisers, two German torpedo boat destroyers, off Heligoland. A third cruiser was set on fire and was left sinking.

It is announced that no British ships were lost in the battle and that the British loss of life was not heavy.

In addition to the two torpedo boat destroyers and three cruisers, many of the German torpedo boat destroyers were damaged.

Che Foo, China, Aug. 29—The British torpedo boat destroyer Weiland has engaged and sunk the German torpedo boat destroyer S-90.

LIKE OLD-TIME VICTORY.

London, Aug. 28—The Chronicle

says:

"A glorious victory has fallen to the British fleet. With all the courage and fearless enterprise that distinguished our old officers, who many times went into the very jaws of the enemy, Rear Admirals Beatty, Christian and Moore have conducted the combined operations in the Bight of Heligoland, where the enemy had all its strength at command. The triumph was complete. The German light cruisers, Mainz and another of the Koeln class, and a third whose name is unknown, have been destroyed, as well as two destroyers.

The tale is probably not complete. Evidently a concerted attack was planned just as our old seamen would have planned it, to begin in the dark and reach its decisive point at dawn. The attacking force was the organic first battle cruiser squadron. The light cruiser squadrons and destroyers and sub-marine flotillas were engaged.

To Rear Admiral Beatty, the youngest flag officer afloat, commanding the first battle cruiser squadron, comprising the Lion (flagship), Queen Mary, Princess Royal and New Zealand, fell the opportunity and honor which will make him and his officers the envy of the whole fleet. To him was entrusted the conduct of the operation under the direction of Sir John Jellicoe, commander-in-chief.

Sir David Beatty is one of the most brilliant of our officers and with him were Rear Admiral A. G. W. Moore and Rear Admiral A. H. Christian, also Commodore R. B. Keyes, Commodore Reginald C. Tyrwhitt, Commodore William E. Goodenough.

Complete as was the victory, we have suffered little. All our ships and vessels are afloat and in good order. We must officially note the high efficiency of our gunnery. Not a German cruiser escaped and their destroyers wildly fled to shelter having had two of their number sunk.

The importance of this daring raid is the fact that the British fleet passed behind Germany's heavily armed outpost on Heligoland Island and engaged the German mosquito fleet guarding the mouth of the Elbe and the entrance to the Kiel Canal.

The speedy protected cruiser Mainz was one of four of her class. Her complement was 380 officers and men. In her armament she carried twelve four-inch guns.

The Mainz was a third-class cruiser built in 1910, carried 379 men and was capable of twenty-eight knots an hour. She had a tonnage of 4,232 and was manned with twelve 4.1 inch guns and four 2.1 inch guns. She was built at a cost of \$1,700,000.

The Koln was in the same class as indicated above, and the same figures apply.

THE VICTOR.

Rear Admiral Sir David Beatty was born in 1871, son of Captain D. L. Beatty of Borodale county, Wexford. He was married in 1901 to Ethel, the eldest daughter of the late Marshall Field of Chicago. He entered the navy in 1884, became commander in 1898. He served in the Soustan in 1898 and also in China in 1900, when he was promoted to captain. He became rear admiral in 1910 and was naval secretary to the first lord of the admiralty in 1912.

Rear Admiral Beatty is regarded as one of the ablest officers of the British navy. He is by far the youngest admiral, having attained that rank at a record age. He was a great personal favorite of the late

King Edward and is a popular member in Anglo-American society through his marriage with the American heiress.

The Lion and the Princess Royal are of 26,350 tons displacement and 50,000 horse-power, while the Queen Mary has 27,000 tons displacement and 75,000 horse-power and the New Zealand 18,000 displacement and 44,000 horse-power.

They are among the most powerful of modern cruisers and all of recent construction. All but the New Zealand have an average speed of twenty-eight knots, the New Zealand making only twenty-five, and all are heavily armored and carry as their secondary battery from twelve to sixteen four-inch guns, with the other regular equipment of machine guns and torpedo tubes.

Only the strategists expected the British squadron on guard to take the offensive. The amateurs long ago decided that the squadron would simply wait, content to keep the Germans bottled up and prepared to attack them when they attempted a sortie.

But apparently the British got word that the time was favorable, and delivered a blow, the light cruisers and battle cruisers supporting the destroyers, which were attended by submarines, and every one that went into the engagement came out under its own steam.

London is ringing with the news from one end to the other. In every hotel and club the good tidings are posted and crowds are cheering themselves hoarse. Every theatre and music hall read the news from the stage or flashed it on the huge screens. So, too, in all the small moving picture houses the message was displayed over and over again. "Put it on again, mate," "Let's have it over again," "Give us some more," and a dozen similar commands were shouted from pits and galleries.

Full stringed orchestras in the big houses, and rattletrap places in the small picture shows struck up God Save the King and Britannia Rules the Waves, and the audiences sang until they could sing no more.

Newsboys with late extras were nearly mobbed. Outside the Admiralty huge crowds gathered and sang patriotic songs. All the gloom of the last few days, with their disheartening messages of German advances, was instantly dispelled.

"Wait till we hear from the fleet," has been the one expression heard on every lip since the war began. You could not make any one believe anything could happen to Britain, while her fleet is on the seas.

Like every other move in this war Britain had to keep this naval one secret. All know that the fleet was where it would do the most good but the public did not know where that particular place was.

After the great expeditionary force had been safely landed on French soil England knew how a part of her mighty armada had been employed.

What every one wanted was action. They wanted to read of the fearful havoc of fourteen inch shells, of the sinking ships and submarine exploits, but the fleet remained in obscurity, and Britain had to be satisfied with assurances that when the time came it would give a proper account of itself. It has rendered its first account now, and it is a good one.

(Continued on Page Five)

BELGIANS TAKE PART IN A BLOODY BATTLE

Graphic Description of Great Conflict Written by a Correspondent, who was an Eye Witness--Germans Were First Driven out, But Returned to the Fray After Being Reinforced--Two Battalions of Carbineers Had Narrow Escape from Annihilation

(Boston Globe.)

Antwerp, Aug. 27—The helmeted legions, which were driven out of Malines, Tuesday, were reinforced yesterday and before their overwhelming onset the Belgians sulkily gave way and retreated with chins on shoulders.

I write of what I saw with my own eyes, as I had the distinction of being the only American correspondent permitted to accompany the forces, the government placing a military car at my disposal.

The battle of Malines, in which four Belgian divisions, totalling 50,000 men, and a considerably stronger force of Germans fought, was in that wonderfully beautiful region five miles south of the famous lace city and a dozen miles from Brussels.

To get a clear conception of the battle one must picture a fifty-foot high railway embankment, its steeply sloping siding, heavily wooded, stretching across a smiling, fertile country like a monstrous green snake. On this line runs fast trains from Antwerp to Brussels. Malines, with its historic buildings and famous cathedral, lies on one side of the embankment and the Wilvorde on the other, four miles separating them.

BELGIANS ON THE OFFENSIVE

Tuesday the Belgians believing the German communications to be poorly guarded and the Brussels garrison too weak to assist them, rashly sallied from the shelter of the Antwerp defenses and took the offensive like a terrier striking a bulldog.

They drove the Germans from Malines, but the Germans brought up a fresh army corps and yesterday morning the Belgians found themselves in a perilous position. The battle raged on the possession of the embankment and was fought along a ten-mile front.

The battle began at dawn with all artillery duel across the embankment. By noon the cannonade was terrific. The Germans got the range and a rain of shrapnel burst about the Belgian batteries, which limbered up and retired in a trot in perfect order.

RIDE INTO THE JAWS OF DEATH

I could see the dark blue masses of Belgian infantry falling back, cool as on a winter's morning. Through a mistake, two battalions of carbineers did not receive the order to retire and were in imminent danger of destruction. To reach them a messenger would have had to traverse a mile of open road swept by shrieking shrapnel.

A colonel summoned a gendarme and gave him the orders and he set spurs to his horse and tore down the road, an archaic figure in towering bearskin. It was a ride into the jaws of death.

He saved his troops, but as they fell back the German gunners got the range and dropped shell upon shell into the running column. Roads and fields were dotted with corpses in Belgian blue.

Several times the Germans attempted to carry the embankment with bayonets, but the Belgians met them with blasts of lead, which shriveled the gray columns like autumn leaves.

At noon the Belgians and Germans were in places only fifty yards apart, and the rattle of musketry sounded like a boy drumming a stick along the palings of a picket fence. The railway embankment from which I viewed the battle was fairly carpeted with corpses of German infantrymen killed yesterday.

ZEPPELIN SOARING OVERHEAD

I saw peasants throw twelve into one grave. I saw evidence of German atrocities myself, for at a hamlet near Sempst I helped bury an aged farmer and his son, inoffensive peasants, executed by Germans because a Belgian soldier shot a Uhlan in front of their farmhouse.

The corpses were terribly bayoneted. During the night of the battle a Zeppelin slowly circled over the field like a great vulture awaiting a feast.

By four o'clock all the Belgian troops were withdrawn except a thin screen to cover the retreat. I was anxious to witness the German advance and remained on the railway embankment on the outskirts of Sempst, after all the Belgians had withdrawn except a picket of ten men. I had my car waiting with the motor running.

The Germans prefaced their advance with a terrific fire. The air was filled with whining shrapnel; farmhouses collapsed amid puffs of brown smoke. The sky was smeared in a dozen places with the smoke of burning dwellings.

UHLANS UPON THEM.

Suddenly a soldier crouching beside me cried, "Les Allemands! les Allemands!" From a screen of woods along the embankment burst a long line of gray figures hoarsely cheering. At the same moment I heard a splutter of shots in the village below me and my chauffeur screamed:

"Hurry for your life, monsieur, the Uhlans are upon us."

I think I broke the world's record for the distance in getting to my car. As we shot down the road that leads to Antwerp, at fifty miles an hour, the Uhlans cantered into the village, the sun striking on their lance tips.

The retreat from Malines was a never to be forgotten sight. For 20 miles every road was jammed with clattering cavalry, plugging infantry and rumbling guns, their caissons covered with green boughs to mask their position.

Gendarmes with giant bearskins, chasseurs in green coats, carbineers in leather hats, machine guns drawn by dogs, ambulances with Red Cross flags and cars, jeeps, cars—all the dear old familiar American makes among them—contributed to form a mighty human river flowing Antwerpward.

HAD GOOD DPORT.

Dr. Cook, wife and son of New York and some friends returned yesterday from a fishing trip to the Southwest Miramichi. They were under the guidance of Mr. Wm. Griffin Jr., and had good sport.

HURRYING REINFORCEMENTS

London, Aug. 28—Lord Kitchener, Secretary of State for War, announced in the House of Lords today that in addition to reinforcements which would be received from this country the Government had decided that the British army in France should be increased. The troops to increase the forces were now on the way. He added that all the gaps in the army in France were being filled up.

That the employment of native Indian troops was meant by Lord Kitchener was later confirmed by the Marquis of Crewe, Secretary of State for India.