

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—Easterly winds with rain in western districts, fair in east at first, followed by rain.

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FREDERICTON, N. B. FRIDAY, JULY 2 1915

TWO CENTS PER COPY

GERMAN PIRATES TORPEDO FIVE BRITISH VESSELS INCLUDING AN N. S. SCHOONER; ARTILLERY DUELS IN THE ARRAS REGION

A LEYLAND LINER SUNK BY PIRATES

Steamer Armenian With a Cargo of Mules For the Allies Torpedoed off Cornwall, England—Eleven Americans Lost Their Lives—Steamer Tried to Get Away and Was Stopped by Shell Fire—Captain's Thrilling Story of the Affair.

Washington, July 1—Official information on which to base an accurate judgment of circumstances under which the British steamer Armenian was destroyed with the loss of a number of American lives, was lacking to-night, and until all details are available, Secretary Lansing stated, the position of the American government could not be determined.

There was little tension over the incident in official quarters here after it became known that the Armenian had sought to evade capture. It was admitted that if official reports bore out the press despatches there was no likelihood that any new cause of complaint would be added to the issues pending between the United States and Germany.

Avonmouth, Eng., July 1—There were eleven Americans among the nineteen members of the crew who lost their lives in the sinking of the Leyland Line freight steamer Armenian by the German submarine U-38, off Trevose Head, Cornwall, on Monday. Some members of the crew were killed outright when the German torpedo struck the ship.

When sunk by the German submarine the Armenian was carrying a cargo of 1,422 mules from Newport News to Avonmouth, the animals to be used by the French armies in Belgium and France. The vessel had a crew of seventy-two men and carried ninety-six men as mule tenders.

The submarine was first sighted by the man at the wheel and though the ship was pushed to the limit, the underwater craft rapidly overhauled her and commenced shelling. The Armenian's efforts to keep her stern to the submarine were futile.

The faster vessel circled the freighter and the German commander, speaking through a megaphone, ordered the Armenian's captain to surrender or he would sink the ship.

The skipper of the Leyland liner struggled hard to evade the undersea boat but the latter dropped a shell through a skylight into the steamer's engine-room, putting the engines out of action. The Armenian then surrendered.

Lifeboats were lowered and the crew and some seventy mule tenders, nearly all Americans, scrambled into them.

As one of the boats were being lowered a shell from the submarine cut the falls of the boat. The occupants were spilled into the water and presumably were drowned.

Five boats loaded were survivors not away. The submarine then fired two torpedoes into the Armenian and the vessel sank within thirty minutes. The survivors rowed around in the boats till Tuesday morning, when a steam trawler landed them at Avonmouth.

Cardiff, Wales, July 1—Survivors of the sunken Armenian arriving here say that the German submarine ran close to the drowning men who had been thrown into the water by a capsizing boat but that the crew of the submarine did not attempt to rescue any of them.

CAPTAIN'S THRILLING STORY.

London, July 1—Capt. Trickey of the steamship Armenian, in an interview today, said that his only surrender to the German submarine when the freighter was afloat in three places, and after the ship's engines had been put out of action and a dozen members of the crew had been killed by shrapnel fire. Most of the members of the crew who perished, Capt. Trickey said, were Americans.

"The submarine, as a signal for us to stop," said Capt. Trickey, "first put a couple of shots over our bows when we were four miles off. I put my stern to him and ran for it."

"The submarine then began to shell us in earnest, the shrapnel bursting all around us, killing several of the crew and knocking others overboard. I soon realized that the enemy was gaining on us, but did not propose to surrender without a struggle. But my steering gear was soon hit and placed out of commission. Then a shell fell into the engine-room and another cut down the funnel and disabled the stokers, preventing them from keeping up steam."

"By this time the ship was on fire in three places and I decided to surrender. We had resisted the enemy for an hour and twelve or thirteen men lay dead on the deck."

"The submarine commander then forced me to clear ship and at seven minutes past eight the Armenian went down, shattered by two torpedoes."

"I must say that the submarine commander showed us every fairness after we had given up picking up many of the crew who, because of the damaged boat, had fallen into the water."

"Most of the crew who perished were Americans."

SHELLS FIRED AT STEAMER.

Joseph Carter, a colored muleteer, of Norfolk, Va., one of those rescued after the lifeboat was swamped, said that his friends, King, Oakes, Speed, Small and Foreman Sedden, all were drowned. Carter added:

"The submarine chased the ship for two hours and fired about one hundred shells, twenty-five of them striking the ship. I was in the boat, with thirty-eight others, when it fell into the water. I was swimming nearly an hour before I was picked up."

"Twenty-eight men were rescued from the water. Four members of the crew died in the boat. A part of the head of one of them had been blown off. Another had lost both legs. One man had been blown to pieces by a shell."

"I owe my life to Muleteer Johnson who knocked me down just in time to avoid being hit by a shell. Capt. Trickey was the last man to leave the ship."

OPERATOR STUCK TO POST.

London, July 2—One of the Armenian's officers, in an interview tonight, said that the German submarine that sank the freighter was of the latest type, large and speedy.

"As we tried to escape," said the officer, "she greeted us with a perfect storm of shrapnel; the first shell to find its mark burst on the starboard deck, killing ten men outright. The wireless operator stuck to his post to the last, sending S.O.S. signals until his apparatus was broken."

"We finally saw that escape was hopeless and hove to, lifting the wounded into boats. Four of these died and were buried at sea before we were rescued."

"ON ADMIRALTY BUSINESS."

Washington, July 1—The Leyland steamer Armenian was "engaged on admiralty business" when she was sunk by a German submarine off the Cornwall coast of England two days ago, with the loss of a score of Americans.

(Continued on Page four)

MUNITIONS BILL SOON TO BECOME LAW

London, July 2—The house of commons, after suspending the 11 o'clock rising rule, sat until after midnight this morning in order to put the munitions measure through the last stages. An amendment limiting the government's power to enforce by arbitration, all labor disputes, together with other changes was adopted.

In proposing a new clause transferring all powers possessed by the ordnance department of the war office to the new minister of munitions, Sir Henry Dalziel declared that the management of the department had been recognized as a national scandal. Other members criticized the department, and urged the government to enlighten the house on the truth of the accusations.

David Lloyd George in replying said that it was more important to guarantee that mistakes made in the past should not be perpetuated. He admitted that there had been serious mistakes of judgment, and added that the questions raised would have to be investigated and responsibility placed on the right shoulders. He assured the house that the powers already given him were adequate to prevent a repetition of the mistakes.

After the minister's assurance Sir Henry withdrew the proposed clause, and the munitions bill passed through its remaining stages to a third reading.

Berlin, July 1, via London—During the first six months of the year there was exported to the United States and American possessions from Hamburg, Lubeck and Kiel goods to the value of \$1,153,000. Statistics on this trade for the first six months of 1914 show the export of goods valued at \$14,994,000.

This information is taken from the first of the American consular reports on trade from Germany to the United States issued this year. It was prepared by Consul-General Henry H. Morgan of Hamburg.

INCREASES IN DUTY FOR BOTH MONTH AND QUARTER

INCREASES IN
The customs returns for the month and quarter ending June 30th show increases in duty collected during both periods:

JULY, 1915.	
Free goods	\$38,981.00
Dutiable	35,292.00
Total value	\$39,423.00
Duty collected	\$ 6,435.45

JULY, 1914.	
Free goods	\$38,981.00
Dutiable	20,056.00
Total value	\$59,037.00
Duty collected	\$ 4,802.41
Increase in duty collected in June, 1915, over same month last year,	\$1,633.04.

QUARTER ENDING JUNE 30, 1915.	
Free goods	\$28,768.00
Dutiable	125,563.00
Total value	\$154,331.00
Duty collected	\$21,746.85

QUARTER ENDING JUNE 30, 1914.	
Free goods	\$34,480.00
Dutiable	\$79,717.00
Total value	\$114,197.00
Duty collected	\$18,838.75
Increase in duty collected for quarter ending June 30, 1915, as compared with corresponding quarter last year, \$2,908.10.	

Mr. and Mrs. Harry Seely of St. John spent the holiday with friends and relatives here.
Miss Sadie Vanstone of Boston is visiting Mrs. N. J. Ivory, King St.

London, July 2—Five more British vessels, three of them steamers of considerable size have fallen victims to German submarines warfare. They are British steamers Inglemoor, Caucasian and Wellbury, the Schooner L. C. Tower and a bark. The crews of all were saved. Regarding the fighting in the East there is no indication even in the Russian official statement of any halt in the sweep of the teutonic armies northward and Eastward from Lemberg.

RUSSIANS GET SUPPLIES

(SPECIAL CABLE TO THE MAIL.)

London, July 2—In the Southern region the troops of Grand Duke Nicholas have made what looks like a determined stand along the line of the Gniallpa River. From neutral sources it is declared that the Russians have recently received new supplies of high explosive shells which have enabled them to swell enormously the enemy casualties.

London, July 2—Artillery activities continues unabated in the Arras region of France but as yet there are no signs of infantry offensive on that front although it is scarcely possible that so many thousand shells are being fired without some such objective.

IN THE DARDANELLES

(SPECIAL CABLE TO THE MAIL.)

London, July 2—In the Argonne region the Germans on June 30 gained some ground though at the expense of a heavy loss. Further reports regarding the Dardanelles operations claims that the colonial troops have not been checked in their efforts to advance but have been used merely to keep the Turks on their front too busy send reserves to that portion of the line where the Anglo-French troops made an advance of 1000 yds.

TORPEDOED WITHOUT WARNING

London, July 2—The Italian ship Sardomene, timber laden, was torpedoed without warning five miles from Castletown, Bear Haven, Ireland. Two of the crew were killed outright and several were wounded or missing. Seven were saved. Word was received later from Castletown, Bear Haven, that nine of the Sardomene's crew were drowned and two others died of injuries. The mate is the only officer among the nine survivors, two of whom were wounded.

BULGARIANS LEAVE LONDON

London, July 2—Bulgarian reservists in London were served with a notice today to gather at their respective regiments so as to know where to report immediately in the event of being called to the colors.

At the Bulgarian consulate it was said that the notification was only a formality necessitated by a change of regimental depots.