\$1.00 a Year in Advance

DARING NAVAL EXPLOIT ACCOM-PLISHED-U-53 ANCHORS AT NEWPORT.

## **BRINGS LETTER TO EMBASSY**

Tarries Only Three Hours and Asks For No Provisions, Water, Fuel or Repairs.-Had Mounted Guns Fore and Aft.

Newport, R. I .- Seventeen days from Wilhelmshaven ,the Imperial German submarine U-53 dropped anchor in Newport harbor.

Almost before the officers of the American fleet of warships through which the stranger had nosed her way, had recovered from their astonishment, the undersea fighter had delivered a message for the German Ambassador, and, weighing anchor turned Brenton's reef lightship and disappeared beneath the waves just outside the three-mile limit.

She flew the black and white colors of the German Navy, a gun was mounted on the forward deck and another aft, while eight torpedoes were plainly visible under the forward deck.

Lieut.-Captain Hans Rose, commanding the U-53, said that he had. called at Newport simply to mail a letter to Count von Bernstorff. He required neither provisions nor fuel and would be on his way, he said, long before the 24 hours during which a belligerent ship may remain within a neutral harbor had expired.

The submarine was in American waters a little more than three hours, assuming that she continued to sea after submerging. Within that time the German commander paid offical visits to Rear Admiral Knight commandant of the second naval district, and Rear Admiral Glaves, commander of the destroyer force of the Atlantic fleet, who was on board the flagship, the scout cruiser Birmingham. Both American officers returned the brief call promptly.

While these formalities were being exchanged wireless messages were carrying to the ships of the British and French patrol fleet off the coast had slipped through their cordon and soon. At the forts and the naval station the fleet of Captain Hans Rose was the one subject of conversation, and there was much speculation as to her mission.

The first question asked by Captain Rose when a motor boat came alongside was: "Have you heard from the Breman?" 22 1 5 22

When he was told that there was no news of the missing craft his face became grave but he made no comment. To the naval men generally, the most interesting fact disclosed by Captain Rose was that he had been at sea 17 days and still had provisions for three months, abundant fuel and needed no repairs. Not so much as a bottle of water was taken aboard and the ship was spick and span.

The U-53 had made her way through the fleet of 37 United States warships, including destroyers and submarines, to an anchorage. Captain Rose told the correspondent that he had come in to mail a letter to Count von Bernstorff and asked for the newspaper man's credentials.

The latter exhibited an Associated Press badge and was intrusted with the correspondence for the Ambassador. "Please forward this letter to Count Bernstorff," said the captain, "and report my arrival. They will be glad to hear it."

NEW TYPE AEROPLANE IS WRECKED IN TEST

62 on Land and Sea Flier Goes Head First Into Water. Verport News .- The Curtise combiation land and water machine being texted here for the United States Governmnt was totally wreked when Pilot Victor Vernon went crashing nose first into the water while attempting a landing.

#### U. S. LAND BANK BOARD GUARDS AGAINST FRAUD

Washington.-Because of numerous complaints that fraud has been practiced in the organization of joint stock lan d banks under the new rural credits law, the farm loan board announced that no charter would be granted to any joint stock land bank in the organization of which there had been any expense for promotion, and that the consideration of charters would be deferred until the completion of the orpanization of the system.

## SUBMARINE SHIPS AT SEA RACE FOR THE THREE-MILE LIM

Four British, One Dutch and One Norwegian Ships Sent to Bottom or Left Crippled Derelicts off Nantucket.

## AMERICAN SHIPS GO TO RESCUE PASSENGERS

So Far as is Known There Was No Loss of Life.-Hold Up American Steamer Kansan, But Upon Establishing identity She is Allowed to Proceed .- Shock Given Shipping.

Newport, R. I .- The executive offioer of the destroyer Ericsson, returning from the scene of the German submarine activities off Nantucket, reported that nine ships had been sunk and that three submarines were operating off the coast. This information, he said, he had on the authority of the captain of the Nantucket Shoals Lightship.

Newport, R. I .- Four destroyers of the American flotilla came into harbor here bringing 216 persons rescued from the ships sunk off Nantucket Sunday by a German submarine. The Ericsson, one of the destroyers to arrive, brought 8, the Drayton 68; the Benham 36 and the Jenkins 31. Thirtyfive women and ten children are among those on the Ericsson. This information came by wireless in advance of the actual docking of the destroyers.

Boston.-A submarine of the Imperial German Navy, ravaged shipping off the eastern coast of the United States Sunday.

Four British, one Dutch and one Norwegian steamer were sent to the bottom or left crippled derelicts off Nantucket Shoals. All night under the light of the hunters moon the destroyer flotlla of the United States Atlantic fleet was picking up passengers and crews of the destroyed vessels and bringing them into Newport, Rhode Island.

So far sa known there was no loss of life although at a late hour the crew of the British steamer Kingston and warning that a hostile submarine | had not been accounted for. A submarine held up the American steammight be expected in the open sea er Kansan, bound from New York for Genoa with sfeel for the Italian Government, but later on establishing her identity allowed the American to proceed. The Kansan came south of the lightship. She remained into Boston harbor late at night for her usual call here

The submarine is believed to be the U-53, which paid a call to Newport and disappeared at sunset. Some naval men, however, declared that at least two submarines are operating close to the American shore though outside the three-mile limit.

## Record of Warfare.

The record of submarine warfare as brought to land by wireless dispatches follows:

The Strathdene, British freighter, torpedoed and sunk off Nantucket. Crew taken aboard Nantucket Shoals lightship and later removed to Newport by torpedo boat destroyers. The Strathdene left New York for Bordeaux and was attacked at 6 a. m.

The West Point, British freighter torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a warning shot from the submarine's guns. Officers and men were taken aboard a destroyer. The vessel was attacked at 10:45 a. m. She was bound from London for Newport News.

The Stephano. British passenger liner, plying regularly between New York, Halifax and St. John, N. F., torpedoed southeast of Nantucket while bound for New York. Reported will affoat late at night. Passengers and crew, numbering about 140, were picked up by the destroyer Balch and transferred to the destroyer Jenkins. The attack was made

at 4:30 p. m. The Kingston, British freighter, torpedoed and sunk southeast of Nantucket. Crew missing and destroyer searching for them. This vessel is not accounted for in maritime regis ters, and may be the Kingstonian. The attack occurred at 6 p. m.

Bloomerskijk, Dutch ferighter, torpedoed and sunk south of Nantucket. Crew taken aboard a destreyer. The steamer was bound from New York

for Rotterdam. freighter, torpedoed and sunk were warn British shipping against the Uthe Bloomeradijk went down. The crew picked up by destroyers. The renewed their caution vessel sailed from New York for that the submarine bad gone into

## Shock Follows Sensation. The sensation created when the

U-53 quietly slipped into Newport harbor and as quietly slipped away three hours later, was less than the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations. Within a few minutes the air was literally charged with electricity as wireless messages of warnings were proadcasted along the coast. The submarine or submarines had taken a position directly in the steamer lanes, where they could hardly miss anything bound in for New York or bound east from that port.

Vessels of the Entente Allied Nations and neutral bottoms carrying contraband of war scurried to get within the three-mile limit of the American shore. Several that were following the outside course shifted and made for the inside lane. The Stephano, of the Red Cross line, however, was caught outside the neutral zone. The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian Government and would have been used as an icebreaker after her present trip.

Throughout the day and up to late at night, none of the patrolling fleet maintained by the British and French to protect their own shipping and American ships carrying munitions of war had been sighted. Frantic appeals were sent to Halifax.

## Stirs Up Hallfax.

"All steps possible in the circumthe situation."

This message was received by the Associated Press from the commanderin-chief of the British North Atlantic quadron at Halifax, N. S. It was in eply to a request for a statement by him. The work of the patrolling fleets was directed from Halifax and ever since the war began cruisers and auxiliary vessels of the British and French navies have moved up and down the coast. The passengers and crews of destroyed vessels who were being brought into Newport were not expected to reach there until after midnight.

Preparations to care for them had been made by Rear Admiral Knight, commandant of the Narrangansett Bay naval station, and Rear Admiral Gleaves, commander of the destroyer flotilla now at Newport."

of the artacks. The Stephano met a as possible. At the same time, he submarine six miles southeast, of said, if any of those picked up wanted Nantucket lightship and was attacked to be set ashore their wishes would by gunfire and a torpedo. She re- be complied with as promptly as posmained affoat until 10:05 o'clock.

The West Point went down 10 miles south of the Nantucket lightship. The Strathdene was attacked "off lightship, the reports stated and the Bloomersjidk was sunk three miles afloat some time going down at 8:05.

The American steamer Kansan was held up three mells east of Nantucket lightship.

## West Point Gave Warning.

The first wireless warning of the presence of a hostile submarine in the steamship lane was given in the distress signals of the West Point which reported that she had been torpedoed 30 miles southeast of Nantucket light. This message apparently was picked up by every vessel having a wireless equipment within range for within a very short time press dispatches from St. Johns, N. F., and Halifax, N. S., indicated that the patrolling warships had received the alarm. The British ensorship, however, prevented the disclosure of the movements of the patrolling vessels.

## Booming of Guns Heard.

The booming of the submarine's guns, apparently fired in warning. was distinctly heart at Nantucket. It was plain that the submarine had placed herself in the lane of passenger and freight traffic and terrorized shipping along the coast.

In a flash after the first distress wireless messages of warning were sent broadcast.

Every vessel was warned to make for the three-mile zone and the commanders of merchant vessels of the Entente Allies lost no time in shifting their course.

Those that were following what is known as the outside course turned to the inside course that would bring the grip of the undersea raider. them closer to American land. The passenger steamer Stephano.

which plies regularly between New York and St. Johns, N. F., was bound west and was due off Nantueket Monday morning. When her British com mander received his warning, he was said to have shifted his course to bring his vessel within the finside

British consular officers salong the New England Coast, who had been The Christian Kundsen, Norwegian advised by the British Eunbassay to 53 upon her appearance at Newport, on learning action.

### WAR VIRTUALLY BROUGHT SHORES OF THE UNITED STATES.

Roanoke Beacon

The European war virtually has been brought to the shores of the United States. In the vicinity of Nantucket, off the Massachusetts coast, a German submarine - or possibly more than one-Sunday sent to the bottom of the Atlantic Ocean at least four British steamers and two neutral vessels-one Dutch and the other Norwegian.

The sunken boats were the Stephano, Strathdene, West Point and Kingston, flying the British flag and the Bloomersjidk, Dutch, and Christian Knudsen, Norwegian. So far as known, there were no fatalities. The Stephano carried 83 passengers, all of whom were saved.

#### MANY AMERICAN PASSENGERS SEE THE STEPHANO SUNK

Newport Society Set Proffers Help to Shipwrecked Rescued by U. S. Naval Vessels,-Vessel's Cargo Not Heavy.

Newport, R. I.—The British steamer Stephano, bound from St. Johns, N. F., to New York, carrying nearly 100 first and second cabin passengers, including many American tourists, was sunk off Nantucket lightship at 4:30 p. m. Sunday, presumably by the Gerstances are being taken to deal with man submarine U-53. The United States torpedo boat destroyer Balch reported the loss of the liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said that the crew was safe aboard the Balch, but made no mention of the passengers, who, it was thought here, also were taken care of.

Confirmation of the rescue of the passengers by the Balch was contained in a later message sent by the destroyer to the naval station here. It was said that she had picked up the passengers and later had transferred the Americans to the destroyer Jen-

Rear Admiral Knight, commandant of the Narrangansett naval district said that the passengers who desired to do so would be allowed to remain on the warship until morning and that every effort would be made by officers Later reports gave further details and men to make them as comfortable

## Society Offers Aid.

Members of the so-called Newport society set were prompt to extend proffers of help to shipwrecked passengers through Admiral Knight. Mrs. Robert L. Beekman, wife of Governor Beekman and Mrs. French Vanderbilt, volunteered to take care of as many refugees as possible. Many of the passengers on the Stephano are residents of New York. At this time of the year the vessel carries a fairly heavy passenger list made up of summer tourists who spend their summer sin New Founland and in the Canadian maritime provinces.

The cargo loss of the Stephano, it was expected, would not be very heavy as on her westbound voyage she usually carried little freight. This made up largely, as a rule of fish oil and other fish products. The vessel was in the regular service of the Red Cross

The sale of the Stephano, to the Russian govrnment which has planned to use her as an ice breake , was recently announced. Her sister ship, the Florizel of the same line also had been sold to Russia for ice work.

## Stephano Stoutly Bullt.

The Stephano was of stout construction, built especially for the heavy ice conditions encountered in winter sailings on the New Foundland coast. It was expected in marine circles that this was intended as one signals of the West Point were sent, of the last regular sailings of the Stephano prior to her sailing for the White Sea to work with a large fleet engaged by Russia to keep her northernmost port of Archangel open for the receipt of war supplies.

The liner was in command of Capt. Smith, who it is thought had taken the outside course inrounding Nantucket lightship and had fallen into

#### COMPLICATIONS NOT FEARED BY UNITED STATE OFFICIALS

Washington.-Submarine warfare at the very doors of the United States does not necessarily portend further complications with Germany so long as it is carried on within the limitatons of international law

That is the view of official Washington on the record of one day's operations in which none of the ships destroyed appears to have been attacked without warning or without proper measures having been taken for safety of those aboard.

# RAID WAS WORK OF RUMANIANG MEET LONE SUBMARINE

KNOWN LIST OF VICTIMS IS SIX -THREE OTHERS REPORTED SENT DOWN.

## CREW OF ONE SHIP MISSING

Raider, Supposedly U-53, Disappears and Leaves No Trace of Its Course After Wholesale Raid Off Nantucket Lighthouse.

Newport, R. I.-The wholesale raid on foreign shipping south of Nantucket Lightship was the work of one submarine, according to reports of American naval officers. Rear Admiral Albert Gleaves, cammanding the torpedo-boat destroyer flotilla which did such remarkable speedy rescue work, said that the reports of all his officers agreed that to the best of their observation one raider only was concerned. This boat presumably was the German U-53, which called at Newport.

Admiral Gleaves said he could easily understand the positive statements of the captain of the Nantucket lightship and of sailors of the torpedoed vessels that more than one submarine was concerned. The U-boat he said was very fast and appeared to have been handled cleverly. It was easy, he pointed out, for her to disappear on one side of a ship and then show up unexpectedly at another spot. Doubtless, he believed, she had submerged and reappeared often enough to mislead any but a keen professional observer and to create the impression that more than one sea terror was operating.

This opinion would seem to be borne out by the statements of many of the refugees that the submarine had more business on hand than she could take care of at once and was obliged to request one steamer to wait her turn while another was being put out of commission. Lieutenant Commander Miller of the destroyer Ericsson, who witnessed the destruction of the Stephano said he was resulted in the taking of positions positive that only one submarine was south of Brzezany and the capture in the vicinity at the time.

The raiding has ceased, at least for the moment.

The known list of the victims of the U-boat's exploits remains at six, notwithstanding reports from the Nantucket Lightship that three other ships, the identity of which could not be learned, were sent to the bottom. There also was a persistent rumor. without verification that a British cruiser one of the Allied patrol fleet sent to the submarine zone, had been

## STEAMER ANTILLA STILL BURNING IN HAMPTON ROADS.

Coast Guard Cutter and Tugs Bring Ward Liner Into Port With Fire Still Raging in Her Hold.

Norfolkk, Va.-Towing the still burning steamer Antilla and the yacht Pacifique the coast guard cutter Onondaga and the naval tug Sonoma arrived in Hampton Roads and at last reports were proceeding toward Newport News.

The fire in the freight hold of the Antilla where there is a large quantity of sugar was practically under control when the expedition passed Cape Henry. The naval tug Sonoma pumped water in the burning ship during the entire voyage of about 120 miles of the Virginia capes, where the Antilla was picked up by the Onondaga.

The fire was raging flercely when the Sonoma reached the scene, but the powerful tug kept a steady stream of water pouring into her frieght hold and practically had the fire under

The Onondaga landed at Newport News, Captain Blackadder, his 13year-old daughter and his three mates, the crew was taken to New York by the Morro Castle. Several members of the crew had their feet and hands burned while fighting the flames but so far as learned no one was injured seriously.

#### DANISH ISLANDERS FAVOR SALE TO U. S.

St. Thomas, D. W. I .- The sale of the Danish West Indies by Denmark to the United States was unanimously favored by acclamation at a meeting held here attended chiefly by working men-laborers and artisans. This course was favored rather than the institution of reforms under the existing regime, the transfer being held to be the only means of remedying existing unsatisfactory conditions on the island

# **DECISIVE DEFEAT**

AUSTRO-HUNGARIAN AND GER-MAN TROOPS TURN ON IN-VADERS IN EAST.

## ALONG FIFTY - MILE FRONT

The Successful Repulse of the Invaders Was in the Hangs of General von Falkenhayne.-Heavy Fighting Continues.

London.-Turning against the Rumanians who had been advancing steadily in Eastern Transylvania, Austro-Hungarian and German troops have defeated the invaders decisively along a 50-mile front north of Fogaras at the juncture of the Homorod and Alt Rivers near Heps, the Rumanians are in retreat, pursued by the Teutonic troops.

The successful repulse of the invaders on the southern end of the line was in the hands of General von Falkenhayn, who only last week routed the Rumanians around Hermannstadt and drove them back to their own frontier. North of Reps the Austro-Hungarians recaptured positions and took more than 200 prisoeir oners. Bucharest admits that the Rumanian troops in Eastern Transylvania have been withdrawn before attacks by superior forces in

the region of Fogaras. In Dobrudja, heavy fighting continues along the line south of the Constanza-Bucharest railway with Bucharest recording progress for the Russians and Rumanians in the center and on their left wing.

While General Brussiloff apparently has ceased, at least for the moment, his attacks, against the Austro-German lines in Volhynia, west of Lutsk, he continues, southward his assaults with great intensity against the positions of the Teutonic Allies guarding the approaches to Lemberg, those to the southwest of the Capital, according to Petrograd of 500 prisoners. Berlin, however, declares that all Russian attacks in Galicia have been repulsed and that the Austro-Hungarian troops captured 1,200 Russians.

#### COLLISION IN NORFOLK HARBOR SINKS STEAMER.

British Tramp Sent Down by City of Norfolk.-No Lives Lost.

Norfolk, Va.-In a collsion in the inner harbor shortly before 8 o'clock the British tramp steamer Hawkhead, said to have been at anchor, was sunk and the bay liner City of Norfolk, of the Chesapeake Steamship Company's Line, was badly damaged. There was no loss of life and so far as can be learned no one seriously injured.

The accident was due to a heavy fog hanging over the harbor. The City of Norfolk was outward-bound and carried in the neighborhood of 100 passengers. The majority were at supper when the crash came. Great excitement prevailed for a few minutes, but was quickly quieted by

the officer on the liner. Fearing that the damage to the steamer was greater than could be ascertained the passengers on the City of Norfolk were immediately transferred to the Old Dominion river steamr Pocahontas, where they remained only a few minutes, when the majority were transferred to an out-going Old Bay Line steamer for the continuation of the voyage up the bay. About 15 of the passengers elected to return to Norfolk.

#### GERARD BRINGING PEACE PROPOSAL SAYS N. Y. PAPER.

New York .- The New York Evening Post published a story saying that it has been learned from a trustworthy source that Ambassador Gerard, now on his way back from Germany, will lay before President Wilson a request that the President use his good offices in suing for peace with the Allies.

#### FLORIDA STATE PRESS ORDERS RATES RAISED.

Jacksonville, Fla. - The Florida State Press Asosciation meeting here to consider ways and means to meet the increased cost of print paper, voted to increase, effective January 1, 1917, the price of weekly newspapers to \$2 a year. It also voted to increase advertising rates, the amount of increase to be decided and also will take up a proposal to finance a paper mill in this section, or make arrangements for getting paper.