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## RIVERSIDE BLANKETS and WOOLS.

### Evening Telegram

W. J. HERDER, - - - Proprietor  
H. A. WINTER, B.A., - - Editor

MONDAY, October 9th, 1916.

### The Torpedoing Of the Stephano.

Constitution succeeded in its last night when it became definitely known that the Stephano, the first ship plying to and from St. John's, had been torpedoed near Nantucket by a German submarine. The report was almost impossible of belief, because not the slightest warning had been given of the presence of hostile submarines on this side of the Atlantic, though the exploit of the Deutschland had shown its possibility. We can see in that adventure a significance that was too lightly regarded at the time; the full meaning of it has yet to be seen and appreciated by the United States. Fortunately, the latest report, that reaches us at the time of writing is that the staunch little steamer was still afloat at 10 p.m. last night, and from an American destroyer standing by, though it was feared she would founder.

Next to thankfulness that no lives have been lost, the predominant feeling will be one of hope that the Stephano will be saved and a loss severe both to her owners and to the country averted. It is natural that these should be the first considerations with us here, but the world outside will be affected by others of far greater importance.

We can well believe the message stating that the air in New York and elsewhere along the American coast was charged with electricity. There are more chances than one that an explosion will result. We must remember, of course, that in official eyes, according to the nice theory of the matter, nothing has occurred that can be called a violation of the agreement reached between Washington and Berlin. No American ships have been sunk (though the sharp distinction against Holland and Norway must be noted); due warning seems to have been given; and no loss of life has yet been certainly reported. The submarine took the chance that it was in the Stephano a very great one—of killing Americans, but until that chance turns against them, the Germans can apparently take it with impunity. So that, officially at least, there is no reason to look for any further straining of relations between the two countries.

But nations are not always governed altogether by the refinements of International Law, even when it has been so modified as this great controversy has modified it. Germany is playing a very bold game in bringing her piracy under the very noses of the Americans. There is a sublime audacity in the picture of the submarine dashing into an American port, getting, no doubt, important information, supplies, or other assistance from its agents there, and then dashing out again to play havoc with enemy and neutral shipping, not merely trading with America, but carrying American lives on board. Washington may brook this sort of thing; Americans at large will not submit to it tamely. The business cannot fail to be associated in their minds with the trip of the Deutschland, which they received with such an ovation, and they will see that that have been hoodwinked. Let one American life be lost and America will be aflame. It may not need even that spark to start the conflagration.

There is not much cause for further apprehension. Such submarines as may be on this side are operating at a great distance from home, and their operations are certain to be brief. Moreover the British navy, we may be sure, is now on their track. We should not be surprised to hear something further about them that is not so much to their advantage. Meanwhile, all will unite in the hope that no lives will be lost and that the Stephano will yet reach port. Thereafter, it will be interesting to observe the demeanour of Uncle Sam.

### Casualty List.

Saturday's list brought home the sad certainty that more than a score of the brave men who had been posted as missing after the battle of July 1st had lost their lives in the serious charge. The knowledge cannot have come altogether as a shock, and those who sent them forth will hear of their death with brave resignation. It is better to know it than to continue to cherish false hopes. But this should not discourage hope for those yet unaccounted for. So huge is the scale

of this war, so uncertain all but purely military information and so great the difficulties of communication, that we should take heart from the instances we hear of where hope abandoned has been revived and fulfilled. To the families of these fallen heroes sympathy deep and universal will go out and a more heartfelt sympathy be extended to those who are still torn by doubt and anxiety.

### Death of Mr. Matthew Martin, Engineer.

(H. F. SHORTIS.)

I received a telegram this morning from H. F. Fitzgerald, Magistrate of Grand Falls, stating that his father-in-law, Mr. Matthew Martin, had died at Harbor Grace at 9 o'clock last night (Sunday).

Mr. Martin was born in Harbor Grace, seventy-nine years ago, and sprung from one of the most respectable, as well as pioneer families in Conception Bay. At an early age he devoted his talents and great natural ability to scientific work, and being upright, calm and self-confident he forged straight ahead, battled steadily along the upward path until he had arrived at the summit of his profession. He was a quiet, unaffected personality of real kindness which won the affection of all. In his early years there were not the facilities for learning engineering and other scientific work as we possess to-day, as we had no such institutions as the Reid Nfld. Co.'s machine shops, and other extensive industries. Nearly sixty years ago, he became a marine engineer and inventor, and took charge of the Seal Oil and Factoring Plant of the firm of Puntun & Munna. When required he was employed as engineer of the steamers, and he was Matthew Martin who invented and patented the machine for cutting up seal fat, as well as other useful machines in connection with fisheries. He also devoted much time and attention to the manufacture of medicinal cod oil, and invented many improvements in refrigeratory processes, as well as sending frozen bait fishes to other countries.

He took the deepest interest in educational matters, and was a enthusiastic member of the Anglican Church, he was always broadminded and tolerant towards his fellow-men upon all matters, religious, political or any other way, and his chief friends were to be counted amongst those whose views may have differed with his, but all were ready to acknowledge his sterling qualities and many dispositions. I think he was one of the founders of Lodge Harbor Grace, F. and A.M., and probably the oldest member at the time of his death. He was a most enthusiastic and invaluable supporter of all manly sports, and never within my remembrance, has a regatta been held on Lady Lake without Matthew Martin being either coxswain of one of the boats, or, at least, a most prominent and energetic member of the committee. These regattas were always carried on under the patronage of the Harbor Grace Volunteer Fire Brigade, but has been discontinued since the great war. For the past eight or nine years Mr. Martin held the position of light-house keeper at the Point of Beach, Harbor Grace.

He has left to mourn their sad loss a widow, five daughters, viz., Mrs. H. F. Fitzgerald, Magistrate of Grand Falls; Mrs. Stanley Greaves, Louisville, Kentucky, U.S.A.; Mrs. John Lockyer, Bonaville; Mrs. James Cron, Harbor Grace, and Miss Belle Martin also in the old town. There are three grandsons at present serving the colors, viz., Arthur and George Fitzgerald and James Cron took part in the great drive of July 1st, both being in B Company, 1st Nfld. Regiment, the latter being wounded, but young Fitzgerald came through safely. Mr. Frederick Martin, Chief Engineer of the S.S. Fiona is a brother, and Mrs. George Corbin of New York is a sister of the deceased gentleman. Mr. Martin will be sorely missed, not alone by his family connections, but by the entire public of Harbor Grace and vicinity, who ever found a warm friend and wise counsellor in the veteran, who has been so lately called away from amongst them. It may be well said that Mr. Martin passed away at 9.20 a.m. to-day. Har. 23/16; ther. 53.

### From Cape Race.

CAPE RACE, To-day. Wind N.W., light, weather rainy and hazy. The S. S. Diana passed west on Saturday; steamer Coben west; barq. Alembic and S. S. Eagle in yesterday; the motor boat Minerva passed at 9.20 a.m. to-day. Har. 23/16; ther. 53.

### Supreme Court.

(Before Mr. Justice Johnson.)

Abraham Porter vs. Selena Porter.—This is an action for detention of a certain Crown grant dated 23rd day of June, 1902, numbered 927 and \$50 damages for its detention. Mr. Leo Carter appears for the Plaintiff; Mr. L. B. Emerson for the Defendant. Mr. Carter states the case for the plaintiff, Abraham Porter sworn and examined by Mr. Carter; cross-examined by Mr. Emerson. Mr. Whiteford McNelly and Mr. Joseph Porter sworn, examined by Mr. Carter; cross-examined by Mr. Emerson. This closes the plaintiff's case. The court adjourned till 2.30 p.m.

### Police Court.

(Before Mr. Morris, J.P.)

An old offender convicted of beating his wife and threatening to burn down the house, was sent down for 30 days. A laborer of Signal Hill Road for assaulting his mother was put under bonds. A ne'er-do-well, arrested for the larceny of a gun, was discharged. Three young men summoned by Constable Bruce for interfering with him in the discharge of his duty were each fined \$5 or 14 days.

### Reids' Boats.

The Argyle left Placentia at 4 a.m. yesterday for the Red Island route. The Clyde arrived at Port Blandford at 6.30 a.m. yesterday. The Dundee arrived at Port Blandford at 6.30 p.m. yesterday. The Eble arrived at Fimbermouth at 7.10 p.m. yesterday. The Glencoe left Belleoram at 10 a.m. yesterday, going west. The Home left Fortune Harbor at 3.20 a.m. Saturday, going north. The Kyle arrived at Port aux at 7.10 a.m. yesterday. The Meigs left Port aux Basques at 6 p.m. yesterday. The Eagle arrived at St. John's at 8.10 p.m. yesterday. The Sagona arrived at Flat Islands Saturday, going north. The Neptune not reported since leaving Twillingate at 3 p.m. Saturday. The Wren arrived at Clarendville at 9 a.m. yesterday.

### Train Notes.

The incoming express is due at 4.30 p.m. The outgoing express is due at Port aux Basques on time to-night. The local from Carbonar arrived in the city at 12.30 p.m. to-day. The Trepassey train reached the city at 9.50 a.m. to-day.

PORTIA BACK.—The S.S. Portia arrived back from the Western route at 8 a.m. to-day bringing a full freight and these passengers:—Messrs. Collins, G. Penny, S. Plander, R. Henbury, E. W. Power, H. L. O'Brien, J. Ryan, P. Bonia, Hy. Tulk, Ed. Hilliar, E. C. Hilliar; Mesdames Pearson, Hawco, Vincent; Misses Power, English, Halleran (2), and 45 in steerage.



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## LATEST

2.00 P. M.

### REPORTS AUSTRIAN BATTLESHIP BLOW UP

ROME, To-day. Reports are in circulation here that an Austrian battleship has been blown up in Pola Harbor.

### THE SUBMARINE WARFARE.

BOSTON, To-day. German submarine warfare, brought to this side of the Atlantic on Sunday, was pursued relentlessly throughout the night, and with dawn came reports of more vessels torpedoed and sunk. The Captain of the Nantucket Lightship, off which the attacks on the passenger and freight ships were made, reported that three German submarines were operating south and southeast of Nantucket and that a total of nine vessels had been destroyed. The identity of three of this number was unknown, but ships from the American Destroyer flotilla at Newport were searching the seas for the crews that were supposed to have taken to their small boats. Rushing to give battle to the submarines three British cruisers were off Nantucket shoals at 2.40 o'clock this morning.

This was the first appearance of any warships of the British and French patrolling fleet in that vicinity since the submarines began their attacks at six o'clock yesterday morning. The passengers and crew of the steamer Stephano and the crews of the British freighters Strathdon and Westpoint, and the Dutch freighter Bloomers Dyl and the Norwegian freight steamer Chr. Knudsen, destroyed yesterday, were landed at Newport, R.I., to-day. The crew of the British freighter Kingston was missing this morning, but the men were reported to be in lifeboats 30 miles southeast of Nantucket early to-day. The submarine or submarines had not been identified, but there is no doubt in the minds of naval officers that one of the engines of destruction was the German U 53, which delivered mail for the German Ambassador, Count Bernstorff, at Newport Saturday afternoon. The belief is growing that the U 53 is only one of a flotilla of German submarines gathered for attacks on vessels of the Allied nations and neutral bottoms carrying contraband of war. Operations so far as is known have been south and southeast of Nantucket Island and from three to ten miles off the shore.

### EVIDENTLY A SUBMARINE CAMPAIGN.

NEWPORT, R.I., To-day. An eyewitness' story of the torpedoing of the passenger and freight steamers by German submarines off Nantucket yesterday was told here to-day, according to a report brought by officers of a flotilla of United States destroyers, which picked up the passengers and crew of one of the vessels destroyed. Nine merchant ships were sunk. It was pointed out that the geographical proximity of the new zone of operations to America could not in itself impair the effectiveness of properly conducted high seas warfare. Should the submarine flotilla develop an apparatus blockade outside of American ports, however, a serious issue might arise. That the attacks yesterday off Nantucket marks the opening of a general campaign in the Western Atlantic is not doubted. There are many officials who believe that at least two and possibly half a dozen more U-boats are assembled for the campaign, and that a supply ship, perhaps a submarine of the Deutschland type, also is present.

### THE CHRONICLE'S COMMENTS.

LONDON, To-day. The Chronicle, an early Monday morning paper, in its comment editorially on the exploit of the German U. 53, expresses the hope that the United States Government will reconsider its announced attitude toward belligerent submarines, because if Germany is allowed to wage such a war off the United States coast, we must take counter measures. Referring to peace despatches, the U. boat is believed to have brought back. It adds, it is palpable that American peace intervention at this stage is not to the Allied interest. We do not require the assistance of neutrals in laying the foundation of future peace, but we should be sincerely glad in the interest of future good understanding and good feeling to see them decline to let the German submarines operate from their ports.

### STORIES OF PASSENGERS.

Dr. Andrews, who is connected with the Grenfell Mission, was on the Stephano. Dr. Andrews was on his way to New York. In describing his experience, Dr. Andrews declared that the Germans gave the boat proper warning and then stood by until all of the passengers had been taken off. Capt. Fred S. Riley, connected with the Mepan touring and transportation company, of New York, was on board the Stephano and said that the submarine moved about in an apparent haste within easy sight of the destroyer Erlaesen while the latter was picking up the Stephano's passengers and crew, who were adrift in four boats.

### Per S.S. "Stephano."

Oranges, Apples, Pears, Bananas, Grape Fruit, Lemons, Turkey & Chicken, Celery, Tomatoes, Oysters, N. Y. Butter,

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### Here and There.

**WEATHER REPORT.**—The weather across country is calm and dull; temperature 40 to 50 above.

**FLORIZEL REACHES HALIFAX.**—The s.s. Florizel reached Halifax from New York at 7 a.m. to-day.

**Will the Person who Picked Up a Bath Coat on Sunday, between Quind Yiff and Torbay, please return it to this office and get reward.** oct9,11

**FOR BRAZIL.**—The Freedom, Capt. Herald, is now loading at Bishop, Sons & Co. for Brazil; she will take about 3,500 drums.

**OUTWARD BOUND.**—The schooner Moaniam, Capt. Robb, sailed from Burin to-day for Oporto with 2,400 qtls. of fish from Bishop, Sons & Co., Ltd.

**GOES TO HOSPITAL.**—Miss K. Hipditch of Clatterle H., P.B., arrived on the Placentia train to-day to enter the General Hospital for medical treatment.

Enjoy your meals by taking a teaspoonful of Stafford's Prescription "A" before eating. Price 25c. and 50c. Postage 5 and 10c. extra.—jly22,t

Boil handkerchiefs in orris water for fifteen minutes and they will have a pleasant perfume.

### BORN.

The Stork is on his rounds again, and on Tuesday last, Oct. 3rd, in the early hours, he visited the home of Mr. Albert Michael, brother of Antoni Michael, and delivered into his wife a baby boy. The christening takes place to-day, the sponsors being Mr. Antoni Michael and Miss Lizzie Spire.

### DIED.

On the 7th inst., Edward, eldest son of Elizabeth and the late Henry Whitton, aged 62 years; funeral on Tuesday, at 2.30 p.m., from his son-in-law's residence, No. 13 Maxse Street.

This morning, Elizabeth Butt (nee Dinn), wife of George Butt, in her 62nd year, leaving a husband and two daughters to mourn their sad loss; funeral on Wednesday, at 2.30 p.m., from her late residence, 15 Cooksview Road.—Boston and New York papers please copy.

Killed in action "Somewhere in France," Private William Fowler, 334 Dameron's Line, a member of A Coy 1st Nfld. Regiment, aged 20 years. May his soul rest in peace. Pte. Frank T. Woodward, B Co., 1st Newfoundland Regiment, killed in action, in France, July 1st, 1916, aged 24 years. May his soul rest in peace.

## THE ST

German S  
Be U-53  
Night

Passengers and Crew  
Among Shipping Off  
Coast.

The community was last night when the steamer became known that the popular Red Cross passenger Stephano had been torpedoed by a German submarine. The information of the occurrence reached at 9 o'clock by Hon. J. J. Pett, Colonial Secretary, cabled by the New York follows:—

"Wire passenger Stephano, Red Cross passenger, sunk by German submarine."

After communicating John Harvey, the Red Cross Agent, Mr. Bennett sent the following:—

"Am sending you Passenger List immediately full particulars of ship and if passengers and safe. Rush reply."

A half an hour later again wired:—

The following is list of passengers, S. S. Stephano: James A. E. Butler, M. Driscoll, J. D. Marshall, child, M. Brien, Charles Carew, Evans and child, M. Gushin, Misses Squires, H. T. Feltham, Anderson, J. J. Kane, B. Kane, A. Kate Lundrigan, M. Norris, Anna, Venable, Meyers, E. V. Kennedy, Wilson, Thelma, Saunders, Messrs. J. H. Haller, C. McGrath, Luff, Chas. Evans, Sheppard, M. Currier, general, E. P. Currier, John Fower, E. A. F. draws, Dr. V. P. B. number foregoing passengers. Likewise 29 others, round-trippers, names here. Probable American citizens. —Herald.

The next message received Bennett was at 11.30 p.m. as follows:—

"Our information Stephano, Red Cross passenger, saved by a U. S. Destroyer vessel is sunk. Details."

A message from Mr. Bennett's correspondent at St. John's that the Torpedo

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