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**The Mystery of the  
 Lost "Bremens."**

Evidence that at least two of the ill-  
 fated Super-Submarines lie in the  
 ingeniously constructed British  
 Traps Beneath the Channel or the  
 North Sea.

The disappearance of the German  
 super-submarine freighter Bremen  
 has been the great sea mystery of the  
 war.

When the Deutschland, the submar-  
 ine of similar type, arrived at New  
 London after her wonderful second  
 voyage the other day, the first ques-  
 tion Captain Paul Koenig asked was:  
 "Where is the Bremen?"

Then when he found there was no  
 news he said:

"Oh, we know she is lost, but the  
 British did not catch her. She was  
 lost at sea."

Evidently the captain was at sea  
 himself.

German officials themselves now ad-  
 mit that a Bremen had been lost in  
 some way, but that does not solve even  
 a small part of the mystery.

Only the existence of at least three  
 Bremens can reconcile the statements  
 made by the owners of the German  
 super-submarines and their agents in  
 this country.

As evidence of the fate of one of the  
 three we have the unquestioned fact  
 that a life buoy, bearing the Bremen's  
 name was picked up near Portland,  
 Me., on September 29.

The reports concerning the capture  
 of the Bremen on the other side of the  
 ocean and the discovery of the life  
 buoy are among the many clues that  
 establish the probability that Bremen  
 No. 1 and Bremen No. 2 have been  
 sunk or captured by allied warships,  
 and that Bremen No. 3 has been wrecked  
 off the American coast.

It is known that very effective pre-  
 parations on a vast scale have been  
 made by the British navy since the  
 war began for trapping German sub-  
 marines. The navy purposely pre-  
 serves secrecy concerning the number  
 captured, but foreign naval experts  
 have estimated it as high as one hun-  
 dred. One captured German subma-  
 rine has been exhibited in the Thames,  
 alongside the embankment, to stir  
 patriotic enthusiasm among London-  
 ers. Another has been shown in  
 France with the same object.

The most effective method of catch-  
 ing submarines has proved to be the  
 sea nets used by the British Navy  
 around the shores of the United King-  
 dom. It is presumably to these that

the two Bremens have fallen victims.

When a submarine is caught in one of  
 the nets, it is understood that all on  
 board are suffocated.

These nets, according to information  
 furnished by the United States Navy  
 Department, are 100 yards long and  
 about 150 feet deep, made of heavy  
 wire and cables. They are planted in  
 many parts of the North Sea, as well  
 as along the shore. The nets are an-  
 chored and are suspended from sup-  
 ports placed near the surface of the  
 water. There are two bombs attached  
 to each net. When the submarine  
 strikes the net, the bombs explode, in-  
 juring its delicate hull so as to disable  
 it. At the same time the ends of the  
 net swing around and envelop the sub-  
 marine, thus making it impossible to  
 escape by rising to the surface. Even  
 if the bombs do not directly strike the  
 submarine, the concussion produced  
 by them in the water is sufficient to  
 wreck the vessel's delicate structure.

When the submarine strikes the net  
 it sends an electric signal to the Brit-  
 ish naval stations and from these in-  
 formation is flashed by wireless to the  
 ships of the presence of a submarine.  
 Thus if the net should fail to disable  
 the submarine, the patrol ships can  
 pursue it.

The fastest submarines can make  
 about fifteen miles under water, while  
 the fastest light war vessels can make  
 as much as thirty. It is therefore  
 easy to overtake a submarine. Tor-  
 pedo-boat destroyers are effective for  
 this purpose, but they are too valuable  
 to be exposed recklessly to risk. To  
 meet this condition the British Navy  
 has acquired upward of one thousand  
 swift American motor boats for the  
 pursuit of submarines. They can  
 make thirty miles an hour and get up  
 speed on the instant.

In addition to these anti-submarine  
 preparations, cables are stretched  
 across the entrance of harbors beneath  
 the water and large mine fields are  
 laid at many places and frequently  
 shifted. Thus you realise the terrible  
 dangers that must be faced by the  
 Bremen or any other submarine in  
 these waters.

If we examine all the evidence in  
 the case carefully, we shall find that  
 Bremen No. 1 was probably lost before  
 August 1, Bremen No. 2 before Sep-  
 tember 1 and Bremen No. 3 before Oc-  
 tober 1.

We know that the first submarine  
 freighter, the 300-foot Deutschland,  
 with a cargo of dyes and other German  
 products, commanded by Captain Paul  
 Koenig, reached Baltimore on July 3.  
 Captain Koenig stated that he had  
 taken seventeen days to make the pas-  
 sage from Germany, which would  
 have made the date of his leaving  
 home about June 26. Expert calcula-  
 tions show that the limit of the super-  
 submarine cruising capacity is about  
 twenty-five days.

Captain Koenig stated that the Bremen  
 had then left Germany, that is, in  
 the first week of July. This was con-  
 firmed by the owners of the submar-  
 ines, the Ocean Navigation Company,  
 in Germany, by their American agents,  
 the Ocean Forwarding Company, in  
 Baltimore, and by many other sources.

Capt. Koenig said that the Bremen  
 might be expected in a few days.

The Deutschland delayed her depar-  
 ture for Germany for an unexpectedly  
 long time, in order to wait for the  
 Bremen and consult with her com-  
 mander. In a cablegram from Berlin,  
 of July 20, Alfred Lohmann, President  
 of the Ocean Navigation Company,  
 owners of the Bremen, admitted that  
 she had started on July 1, had then  
 been at sea eighteen to nineteen days.  
 He explained that the Deutschland was  
 the first of a series of super-submarine  
 freighters that would run weekly to  
 America and that six were under con-  
 struction. After this great fear began  
 to be expressed that the Bremen had  
 been lost. By July 28 Baltimore ship-  
 ping men knew that the agents of the  
 submarine in the city believed she was  
 probably lost, as she had exceeded her  
 supposed cruising capacity.

The Deutschland left Baltimore on  
 August 1, having stayed here for 23  
 days, a remarkable delay, considering  
 that she had a cargo of nickel and rub-  
 ber of vital importance to the German  
 Army. She had been waiting for the  
 Bremen and had given her up.

Early in August it became known  
 that the Eastern Forwarding Company  
 of Baltimore was preparing for the  
 arrival of a Bremen at New London,  
 Conn. Paul Hilken, manager of the  
 company, F. Lewis and Capt. F. Hirsch  
 went there to direct the building of  
 warehouses and other preparations.  
 They ordered two great warehouses,  
 one of them 500 feet and the other 125  
 feet long. A large bonus was paid for  
 the hasty completion of the work.  
 Tugs were engaged to patrol the sea

in search of the Bremen. A large car-  
 go of rubber and nickel was kept in  
 readiness to load on her.

These were serious and expensive  
 preparations and proved that the  
 agents had positive information that  
 a submarine was coming.

But it must have been Bremen No.  
 2 that they expected, for Bremen No. 1  
 had left Germany about July 1 and by  
 August 10, when the New London  
 warehouses were nearly completed,  
 about forty days had passed since she  
 started and it is inconceivable that she  
 could have remained at sea all that  
 time.

On August 23 the super-submarine  
 Deutschland arrived in Germany hav-  
 ing taken about twenty-two days to  
 make the trip from America. In a  
 despatch from Berlin describing the  
 great celebration over her arrival  
 President Lohmann was quoted as  
 saying that the Bremen had left a  
 week before and was on her way to  
 America with a cargo of dye stuffs  
 and other commodities. Nothing was  
 said about the inconsistency of this  
 statement with previous ones. They  
 can only be explained by the fact that  
 he was referring to Bremen No. 2.  
 Taking his statement and that of his  
 agent in America we can establish the  
 date of Bremen No. 2's sailing as  
 about August 14. This is partially  
 confirmed by a previous statement of  
 the agents in Baltimore that on August  
 4, she had not yet left Germany.

The end of September found every-  
 thing still in waiting to receive the  
 Bremen at New London and Balti-  
 more. For instance, on September 25  
 the tug Alert, under Captain Hirsch,  
 and the German steamship Willehad  
 were anxiously patrolling the sea off  
 New London, looking for her. The  
 warehouses were completed, the re-  
 turn cargo ready.

But by this date the Bremen No. 2,  
 which left Germany about August 14,  
 could not be still cruising across the  
 Atlantic. Therefore it must have been  
 Bremen No. 3 that was expected.

There is very strong evidence con-  
 cerning the existence of Bremen No. 3.  
 On September 27 the Berlin press an-  
 nounced the arrival of the Bremen in  
 America upon official authority. It  
 was an error, but evidently it was  
 based on positive knowledge that the  
 submarine was on the way and on a  
 confident belief that she had arrived.

Now, the time required to cross the  
 Atlantic had been proved by experience  
 to be from eighteen to twenty-  
 two days.

The Berlin press wrongly announced  
 the Bremen's arrival on September  
 27. Twenty-two days from twenty-  
 seven leaves five, and thus we reach  
 the conclusion that Bremen No. 3 left  
 Germany about September 5.

We have a good opportunity to con-  
 jecture what has happened to Bremen  
 No. 3. On September 29, two days af-  
 ter her presumed arrival here, a life  
 buoy was picked up on the shore at  
 Cape Elizabeth, near Portland, Me.

The name "Bremen" was stenciled in  
 black letters two inches high on both  
 sides of the buoy. On one side of the  
 canvas covering was printed a small  
 crown. Over this mark were the  
 words "Schutzmarke," meaning patent-  
 ed, or trade-mark. Beneath were the  
 words "V. Epping-Hoven, Wilhelm-  
 shafen."

It was argued that the Bremen life-  
 buoy is a "fake," in other words that  
 it was made by a practical joker and  
 thrown into the sea. In support of  
 this it is pointed out that the common  
 German word "Schutzmarke," is mis-  
 spelled, being written "Schutzmarke."  
 It is considered unlikely that such a  
 mistake would be made on German  
 Government property.

**No Indigestion Gas  
 Or Stomach Misery  
 In Five Minutes.**

"Pape's Diapepsin" for sour, acid  
 stomach, heartburn,  
 dyspepsia.

Time! In five minutes all stom-  
 ach distress will go. No indigestion,  
 heartburn, sourness or belching of  
 gas, acid, or eructations of undiges-  
 ted food, no dizziness, bloating, foul  
 breath or headache.

Pape's Diapepsin is noted for its  
 speed in regulating upset stomachs.  
 It is the surest, quickest and most  
 certain indigestion remedy in the  
 whole world, and besides it is harm-  
 less. Millions of men and women  
 now eat their favorite foods without  
 fear—they know Pape's Diapepsin  
 will save them from any stomach mis-  
 ery.

Please for your sake, get a large  
 fifty-cent case of Pape's Diapepsin  
 from any drug store and put your  
 stomach right. Don't keep on being  
 miserable—life is too short—you are  
 not here long, so make your stay  
 agreeable. Eat what you like and  
 digest it; enjoy it, without dread of  
 rebellion in the stomach.

Pape's Diapepsin belongs in your  
 home anyway. Should one of the fam-  
 ily eat something which don't agree  
 with them, or in case of an attack of  
 indigestion, dyspepsia, gastritis or  
 stomach derangement at daytime or  
 during the night, it is handy to give  
 the quickest, surest relief known.

**DODD'S  
 KIDNEY  
 PILLS**

CURES ALL KIDNEY DISEASES  
 BRONCHITIS, RHEUMATISM,  
 BRIGHT'S DISEASE,  
 DIABETES, BACKACHE,  
 GRAVEL, ETC.

23 THE PHARMACEUTICAL

On the other hand it is pointed out  
 that men make odd mistakes in spell-  
 ing, that conditions of labor are ab-  
 normal in German shipyards just now  
 and that many Russian prisoners are  
 probably employed there.

Here, then, is strong circumstantial  
 evidence that Bremen No. 3 was lost  
 off the American coast.

**American Colonel  
 Gives Free Advice  
 To Rheumatics.**

**SAYS IT'S SHEER FOLLY FOR  
 ANYONE TO SUFFER  
 THESE DAYS.**

Rheumatism can't be cured so long  
 as your system is weak and run down.  
 You must first build up and get  
 strength to fight off the disease.

Ferrozone cures because it builds  
 up, because it renews the blood and  
 dissolves the Uric Acid and the pol-  
 son that cause rheumatism.

It is proved right here that Ferro-  
 zone does cure.

Col. H. M. Riss, of Edwards, St.  
 Lawrence Co., one of the fine old  
 heroes of the Civil War, was com-  
 pletely restored by Ferrozone. Read  
 his statement:

"I couldn't get around without a  
 cane, and then only with difficulty.  
 "Rheumatism took complete control  
 of my limbs.  
 "Suffering was more intense than  
 hardships on the battlefield.  
 "When my doctor had done his best  
 I got Ferrozone.  
 "Then came a quick change.  
 "Ferrozone gave me comfort at  
 once, eased the pain and took the  
 stiffness out of my muscles.  
 "I am well to-day. Ferrozone cured  
 me completely. I can jump and run  
 like I did forty years ago."  
 Be sensible about your case. If  
 your present medicine is useless give  
 it up.  
 Don't experiment again. Ferrozone  
 is known on all sides to be a cure  
 that does cure. Why not get a supply  
 to-day. The sooner you begin Ferro-  
 zone the quicker you'll get well. Price  
 50c. per box or six for \$2.50, at all  
 dealers, or direct by mail from The  
 Catarthozone Co., Kingston, Ont.

**THE LINGERING FLY.**

How tiresome  
 and punk is the  
 fly of November,  
 which hangs on  
 to life when it  
 ought to be dead!  
 A nuisance much  
 greater I cannot  
 remember.  
 It ruins my tem-  
 per and makes me  
 see red. When  
 snoozing I lie,  
 o'er my forehead  
 it passes, and over my features its  
 progress it makes; its feet are as  
 sticky as sorghum molasses, and tick-  
 les like blitzen; the slumberer wakes.  
 In vain are all efforts to scare it or  
 shoo it; a swatter I choose, from the  
 summertime pile, and then o'er the  
 tables and chairs I pursue it, and  
 mash in his head when I've trotted a  
 mile. Then back to my couch I re-  
 pair, with the feeling that I have  
 awarded the last fly its dose; I snooze,  
 and a fly ambles down from the ceil-  
 ing, and climbs up my whiskers and  
 over my nose. And then I rear up  
 and disclose that I'm master of lan-  
 guage that smokes when exposed to  
 the air; I shatter the windows and  
 big chunks of plaster fall down from  
 the ceiling and clutter my hair. Oh,  
 would that sea captains and pilots  
 could con me! I shake up the welkin  
 and rend it until my wife ties a pol-  
 itice of flaxseed upon me, and puts me  
 to sleep with a chlorodyne pill.

**Your Boys and Girls.**

In place of the be-ruffled and be-  
 ruffled petticoats that were consid-  
 ered indispensable even in midsummer,  
 children are wearing bloomers of the  
 same material as the frock, attached  
 to sleeveless under-waists.

The comfort, coolness and plain  
 common sense governing this practice  
 need not be emphasized. For baby's  
 wash cloth use surgeons antiseptic  
 line. You will find a ten cent pack-  
 age will furnish you with at least a  
 half dozen and you will be surprised  
 at their unusual softness.

Boric acid is quite necessary for  
 his eyes. It should be slightly warm,  
 before dropping into the each eye.

**JOSEPH RODGERS & Sons,**  
 Cutlers to H. M. the King.

We have just received a shipment of the above

**CUTLERY,**  
 Comprising:

**Tea & Dinner Knives**  
 From \$5.50 to \$20.00 per dozen.

**Also, Meat and Game Carvers,**  
 From \$2.25 to \$6.50 per sett.

**MARTIN HARDWARE CO., LTD.**

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 A.D.**  
 It's a Benefit to You  
**FURNITURE  
 BUYERS!**

**Dining Room Tables:**  
 Surface Oak, 42 inch top, 6 feet extension on good square pedestal. Value \$20.00. Our Price . . . \$18.50

**Dining Room Tables:**  
 Quarter Cut, fumed finish, 42 inch top, extends 6 feet, supported on heavy pedestal. Value \$30.00 for . . . \$27.00

**Dining Room Tables:**  
 Solid Oak, fumed finish, 42 inch top, 6 feet extension, supported on heavy pedestal. Value \$27.00. Our Price . . . \$24.50

**Dining Room Tables:**  
 Quarter Cut, golden finish, 45 inch top, 8 feet extension, supported on heavy handsome pedestal. Value \$55.00. Our Price . . . \$47.00

**Dining Room Tables:**  
 Oak, golden finish, square top, 42 inches wide, 6 feet extension, supported with 6 heavy legs. Value \$14.00 for . . . \$12.50

**Dining Room Tables:**  
 Quarter Surface Oak, golden finish, square top, extends 6 feet on good heavy legs. Value \$35.00 for . . . \$31.00

**Now Showing Large Variety of DINING ROOM FURNITURE.**

**Orders Now Taken for our English CHESTER-FIELDS and EASY CHAIRS to match.**

We are showing 3 Splendid KITCHEN CABINETS, the Latest Designs.

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**ATS**

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 100, Queen's Quay, London, E.C.

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Shipping a cargo of  
**Screened Sydney Coal**  
 (OLD MINES).

**Usual Good Coal.**

**OREY & CO.**

DOWNHEARTED—No. 1  
 Army's new marching  
 and music by Robert  
 40c. post paid. All the  
 popular Army and Navy  
 Songs at GARLAND'S  
 15, 17-19 Water Street, St.  
 John's.