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Stephano's Passengers Were Given 15 Minutes to Leave Doomed Ship

Thirty Six Shots all Told Were Fired at the Stephano—Eight Minutes Elapsed Between the First and Second Shot—Ship Officers Did all Possible in Helping Passengers to Leave the Ship—Women and Children Were Frightened Over Prospect of Going Down Over Ship's Side—Had Weather Been Rough Loss of Life Might Have Resulted

NEW YORK, Oct. 10.—Twenty-nine women and fourteen children, survivors of the Red Cross liner Stephano, sunk on Sunday by a German submarine off Nantucket, arrived here late yesterday and were taken in charge by representatives of the American Red Cross Line.

The passengers agreed that 26 shots were fired at the Stephano before she was torpedoed and sunk. Mrs. Botwick Hudson, of New York, who was returning from Nova Scotia, said 8 minutes elapsed between the submarine's first and second shots. Capt. Smith ordered everybody to take to the lifeboats and said the officers did everything to help the passengers and assisted them to put life-preservers on. "We women and children were particularly frightened over the prospect of going down over the side of the ship into the life-boats." Mrs. Botwick said, "As we had only 15 minutes to get off the ship, if the sea had been rough or if it had been a stormy night, undoubtedly we all would have been drowned. The submarine went up to within 300 yards of the Stephano and fired a torpedo into her. The most thrilling sight of all was when the poor old Kingston was torpedoed and sent to the bottom. All saw that vessel plainly, for when the submarine had trouble in sinking the Stephano they turned their attention to the Kingston, and as it was still light we saw her hit. She crumpled up and went down like a stone."

OFFICIAL

BRITISH

LONDON, Oct. 9.—The Somme offensive was renewed on Saturday. We captured Le Sars, making progress at other points and taking nearly nine hundred prisoners. The French also attacked brilliantly, obtaining their objectives.

In Galicia the heavy fighting throughout the week has apparently been indecisive.

The Italians have gained important successes in mountain fighting.

On the Struma we defeated the Bulgarians, and advanced, capturing numerous villages. The Allied armies are advancing on Monastir.

The Roumanians have retired from Brass0 (Kronstadt).

BONAR LAW.

LONDON, Oct. 10.—An official from the British headquarters in France tonight reads: "In the neighbourhood of Le Transley a party of the enemy was caught in the open by our artillery and dispersed. As a result of local operations we gained ground north of the Stuff Redoubt, inflicting serious losses on the enemy and taking over 200 prisoners, including 6 officers. Early this morning we successfully entered enemy's trenches south of Arras. South-east of Souchez a strong enemy party rushed a crater fronting our lines, but was immediately ejected with heavy casualties."

On the Somme

BERLIN, Oct. 9.—No important change on the Franco-Belgian front, the War Office reported to-day. Heavy fighting continues in the Somme sector, where the battle is described as being of tremendous violence.

JOSEPHUS SAYS RULES WARFARE COMPLIED WITH

Secretary of Navy Daniels in Preliminary Report to President Wilson Says as Far as Can Be Yet Ascertained German Sub Complied With all Rules of International Warfare

ASHBURY PARK, N. J., Oct. 9.—Secretary of Navy Daniels in a preliminary report to President Wilson this forenoon said that "advices so far received indicated that all rules of international warfare have been complied with by the German subs, operating off the New England coast. The Secretary said while complete reports from American warships in the neighbourhood of the commerce destroyers are not yet in, reports tended to show all vessels had been warned, and that there had been no violation of conditions imposed on subs. by Pres. Wilson's last note to Germany. Further reports are to be sent the President by the navy department as fast as they are received."

NEW YORK, Oct. 9.—The British steamer Strathdene was fired upon without warning, according to the Commander, Capt. Wilson, who was brought into port to-day by the steamer Elm, number four, from Quebec, with 33 members of the crew. Capt. Wilson said that the first thing he knew of the presence of subs, was when shells began to fall about the ship about six o'clock yesterday morning. Time was given the crew to take to the boats, he said, after which the vessel was torpedoed.

Only One Submarine Said to Have Been in Operation

Opinion is Growing That When Captain of U 53 Set Out on His Career of Destruction He Had Ample Evidence That British Patrol Ships Were 500 Miles Away—Only Three British Cruisers Were Patrolling the Area—Three British Cruisers Reach off Nantucket Exactly 38 Hours After Presence of German Sub in Newport Hr. Had Been Made Known

NEWPORT, R.I., Oct. 10.—The wholesale raid on foreign shipping south of Nantucket lights on Sunday was the work of one submarine, according to reports of American naval officers. Rear-Admiral Albert Gleaves, Commanding the torpedo-boat destroyer fleet, which did such remarkable speedy rescue work Sunday, said in last night's report that all officers agreed to the best of their observation that one raider only was concerned. This boat presumably was the German submarine U 53 which called at Newport Saturday afternoon with a mail letter to Ambassador Bernstorff, then put to sea without taking an ounce of supplies, although she was seventeen days out from her base. According to the statement of the officers, Admiral Gleaves said he could easily understand the statements of the Capt. of Nantucket lights and sailors of 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 show up unexpected on another spot. Doubtless, he believed, she had submerged and reappeared often enough to mislead any but a keen professional observer, to create the impression that more than one sea terror, was in operation. This opinion would seem to be borne out by the statements made by 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. Lieut. Commander Miller of the destroyer Ericsson, who witnessed the destruction of the Stephano, said he was positive only one submarine was in the vicinity at the time. To-day the raiding had ceased, at least for the moment.

Every time Germany looks over her shoulder she sees that a new war front has sneaked up behind her.

Transport is Torpedoed

S.S. "Gallia", 15,000 Tons, Is Torpedoed—2,000 Troops on Board of Which 1,362 Are Reported Saved.

PARIS, Oct. 9.—The transport Gallia carrying 2,000 French and Serbian troops, has been torpedoed. The torpedo exploded in the transport's cargo of munitions. Up to the present 1,362 soldiers have been rescued. The explosion also destroyed the wireless apparatus, making it impossible to send out calls for help. The crew and troops took to the rafts and small boats, a number of which were picked up by a French cruiser. Others reached the Sardinian shore. The Gallia was a 15,000 ton steamer, 574 feet long, 64 feet beam, built in Seine in 1913, and owned by the Campagna De Navigation Atlantique of Bordeaux. She was one of the largest vessels sunk by subs. during the war, having been only 700 tons smaller than the White Star liner Arabic. The torpedo caused an explosion in the ammunition in her hold.

Along the French Front

PARIS, Oct. 9.—Artillery fighting occurred south of the Somme and in the region of Roye last night, but utmost calm, so far as infantry operations are concerned, prevailed along the entire French front.

Boston Americans Win Second Game

BOSTON, Oct. 9.—Boston won the second game in the world's series to-day, 2 to 1 in the fourteenth innings.

CAPTAIN OF 'STRATHDENE' TELLS STORY

NEW YORK, Oct. 10.—Thirteen shots were fired at the British steamer Strathdene, one of the vessels sunk by the German submarine off Nantucket on Sunday. Before the thirty-three members of her crew had taken to the boats, according to Capt. Wilson, the Strathdene's commander, who was brought here to-day with his crew by the Uruguayan steamer Elm No. 4: "My ship was attacked without warning," said Capt. Wilson, after he had given a detailed statement of the incident to the British Consul-General. "Thirteen shots were fired before we left the vessel. None of the shots, however, struck the ship until we had taken to the boats."

Under instructions from Consul-General, Capt. Wilson declined to give out further information. Capt. Yates, of the Elm No. 4 said Capt. Wilson told him when the submarine came alongside 8 or 10 officers, including Capt. Rose of the U 53, boarded the Strathdene. "Capt. Rose ordered me to abandon my ship immediately," Capt. Yates said. Capt. Wilson told him "When we had the boats lowered the submarine commander gave us instructions for reaching Nantucket lights, ordering us to row as fast as possible. As we pulled away the submarine fired four more shots at her which struck above the water line. The oil tanker Christian Knudsen just then hove in sight. The submarine headed for her afterwards returning to torpedo the Strathdene."

Latest From Berlin

BERLIN, Oct. 9.—The Roumanians in Transylvania are retreating along the whole line, the war office announced to-day. The Austro-Germans captured Loresburg. An official says that the Roumanians have sent reinforcements from the north in an effort to check the Teutonic forces in the neighbourhood of Kronstadt. These reinforcements took part in the battle N. E. of Kronstadt, but were unable to stay the advance of the Austrians and Germans. Loresburg is 15 miles S. W. of Kronstadt, and only 7 miles from the Roumanian border.

Socialist Organ Suppressed

AMSTERDAM, Oct. 10.—The newspaper "Vorwarts" of Berlin, a German Socialist organ, has been suppressed.

Insurance Rates Take a Big Jump as Result of Sub. U-53 Activities

Disappearance of Sub and Mystery Regarding Her Present Location Has Increased Precautions of Allied Liners Coming to U.S.—Advance in Transatlantic Transportation Rates Has in Some Cases Gone 500 per cent. and Will Check Shipments From New York to European Ports

NEW YORK, Oct. 10.—A day and a night without further news of the U 53 has not quieted any of the anxiety in shipping circles caused by the activities of the submarine commerce raider at the end of the great North Atlantic highway, off Nantucket. If anything the disappearance of the German U boat and the mystery regarding her present location has increased precautions taken by owners and agents of vessels of the Entente nations. Transatlantic liners and freight steamers approached this report to-day by unusual courses which carried them far out of the customary lane. Exporters here say the submarine raid and the consequent advance of the insurance rate on Transatlantic transportation amounting in some cases to 500 per cent. will check shipments from New York to European ports.

Word was received from New Orleans that war risks on vessels and cargoes out of that port had been suspended and despatches from other ports indicated that insurance rate had sharply advanced.

There was talk of a revival of a railway embargo on freight, but no new action was taken.

Knew that British Patrolling Ships Had Left Coast Unguarded

Bernstorff Says Germany is Keeping Her Promise

LONG BEACH, Oct. 10.—Count Von Bernstorff, German Ambassador, following his talk with President Wilson here this afternoon, said, "Germany has promised to conduct her submarine warfare in accordance with the rules of cruiser warfare and, Germany always keep her promises." He told the newspaper representatives that his talk with President had not touched upon authorized peace proposals.

NEUTRALS ARE WARNED BY ALLIED GOV'TS

Text of the Memorandum Recently Sent by Allies to Neutral Governments Respecting the Admission of Belligerent Submarines into Neutral Waters or Ports is as Follows:

LONDON, Oct. 10.—The text of the memorandum recently sent by the Allies to neutral governments respecting the admission of belligerent submarines into neutral waters or ports is as follows:

"In view of the development of submarine navigation and by reason of acts which under present circumstances may be expected from enemy submarines, the Allied Governments consider it necessary in order, not only to safeguard belligerent rights, liberty and commercial navigation, but to avoid the risks of dispute, urge neutral Governments to take effective measures, if they have not already virtually advertised what he was going to do, and went about doing it so belligerent submarine vessels, whatever the purpose to which they are put from making use of neutral waters, an exact knowledge that this vital roadsteads or ports. In the case of submarine vessels application of the principles of the law of nations is effected by special and novel conditions. First, by the fact that these vessels can navigate and remain in the sea submerged and can thus escape all control or observation; second, by the fact that it is impossible for them to identify or establish the national character of the vessels they attack, whether neutral or belligerent, combatant or non-combatant, and their inability to remove the passengers and crews and belligerent submarine entering a neutral port should be detained there. The Allied Governments take this opportunity to point out to neutral powers with the opportunity for rest and the replenishment of its supplies, thereby furnishing it with additional power, that place becomes in fact, through the advantages which it gives, a naval base for its operations. In view of the state of affairs thus existing, the Allied Governments are of the opinion that submarine vessels should be excluded from the benefit of the rules hitherto recognized by the law of nations. 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