

SHIPS SUNK BY GERMAN U-BOAT

U-53 Creates Havoc Off Massachusetts Coast

ALL ON BOARD ARE SAVED

Vessel Which Entered Newport, R. I., Saturday Afternoon, Spreads Terror Among Munition Ships of Allies.

Six steamships were torpedoed off the Massachusetts coast by the German submarine U-53 which created a sensation by dropping into Newport, R. I., Saturday.

The victims of the submarine were: The British freighter West Point, torpedoed and left in sinking condition. Her crew of thirty were left in open boats.

The steamship Strathdene, also British, torpedoed and sunk. Her crew of twenty were given a chance to take to boats.

The British passenger steamship Stephano, of the Red Cross line, plying between New York and Halifax, torpedoed and sunk after her crew and passengers had been transferred to boats. They were picked up by the American destroyer Belch.

The British steamer Kingston torpedoed and sunk.

The crew of the Kingston were saved by an American destroyer.

Two more vessels, the Dutch steamer Bloomersdyke and the Norwegian Steamer Christian Knudsen were later sunk.

The crews of both vessels were picked up by the American torpedo destroyer Drayton and brought into Newport.

Before attacking these vessels the submarine had stopped the steamship Kansas of the American-Hawaiian line, flying the American flag. The Kansas was permitted to proceed.

Nantucket lightship, off which the submarine carried out its raid, is thirty miles from the coast and well outside the territorial waters of the United States. It is directly in the path of transatlantic steamship traffic.

At least ten United States torpedo boat destroyers have left Newport to pick up passengers and the crews of the torpedoed vessels.

The crew of the Strathdene, nearly all of them Lascars, were taken aboard the Nantucket lightship. The officers and men of the West Point took to their small boats after summoning assistance from shore.

The distress signals of the West Point were picked up by the government radio station at Newport, R. I., and immediately Rear Admiral Albert Gleaves, commander of the destroyer fleet of the American fleet, ordered virtually all of his ships to the rescue.

The West Point gave her position as fifty miles southeast of Nantucket, but the navy officials questioned the accuracy of this, and said that later reports indicated that the vessel was more than ten miles off shore.

The booming of the submarine's guns, apparently fired in warning, was distinctly heard at Nantucket. But where the submarine was at the moment these reports were heard was pure speculation. It was plain, however, that she had placed herself in the lane of passenger and freight traffic and terrorized shipping along the coast.

In a flash after the first distress signal of the West Point were sent broadcast, wireless messages were sent up and down the coast and far out to sea warning everything aloft that a German ship was operating in the steamer lane. Every vessel equipped with wireless 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 them closer to American land.

British consular officers along the New England coast, who had been advised by the British embassy to warn British shipping against the U-53 upon her appearance at Newport, renewed their caution on learning that the submarine had gone into action.

Something like a panic possessed the minds of shippers along the coast when the first reports of the torpedoing were received from the radio station. The stories regarding the U-53, which appeared in the Sunday papers, had aroused much speculation as to her mission, and the news that she had attacked British vessels traveled fast. Anxious inquiries were made at the newspaper offices from seemingly almost every one who had a friend on the water or owned a share of stock in a merchant bottom.

The Frederick VIII. of the Scandinavian-American line, which is bringing home the American ambassador to Germany, James W. Gerard, and Mrs. Gerard, is off New York. Assurance that the ambassador and his wife were on a neutral vessel was given by inquiring friends by the press.

The radio station, which at first had given to the newspapers the news of the torpedoing and were slowly gathering additional facts, were suddenly closed to the press by an order from the navy department at Washington. It was explained that everything learned by government stations must

JAPANESE DENY NEW PREMIER IS WARLIKE



Photo by American Press Association. COUNT SEKO TERAUCHI.

first be transmitted to the navy department before being made public.

The U-53, which anchored for three hours in Newport harbor Saturday afternoon while Commander Hans Rose sent shore correspondence from Germany for the German ambassador, Count von Bernstorff, and exchanged official calls with Rear Admiral Gleaves and Rear Admiral Knight, commandant of the Narragansett Bay station, slipped out of the harbor and submerged just inside the three-mile limit.

TWO DIE IN PENNSY WRECK

Steel Cars Prevent Large Loss of Life in Collision at Lewistown, Pa.

Two men were killed and twenty persons injured when train No. 6, the Mercantile express, traveling between Chicago and New York, east-bound on the Pennsylvania railroad, crashed into the rear end of a freight train that was crossing from one track to another about a mile west of Lewistown, Pa.

The accident occurred during a heavy fog in which the engineer of the passenger train was unable to see the freight train. All steel passenger coaches again saved many lives. All traffic was delayed many hours.

The dead are F. Scott Eichelberger of Altoona, conductor on the freight train, and an unidentified man, a stock tender, riding on the freight train.

WANT TARIFF ON BASEBALLS

Manufacturer Protests Japs Are Selling 'Em Too Cheaply.

News came to the bureau of foreign and domestic commerce in Washington of a Japanese invasion of the American baseball manufacturing business which already has captured Canada and has leaped over the tariff trenches into American markets.

A western baseball manufacturing firm asserted that Japanese manufacturers, despite a tariff of 40 per cent, are selling five-cent baseballs in this country for 30 cents a dozen.

LIVE STOCK AND GRAIN

Pittsburgh, Oct. 10.

Butter—Prints, 33 1/2 @ 39c; tubs, 37 1/2 @ 38c. Eggs—Fresh, 37 @ 38c.

Cattle—Prime, \$8.75 @ 9; good, \$8 @ 8.50; tidy butchers, \$7.75 @ 8; fair, \$6.75 @ 7; common, \$5 @ 6; common to good fat bulls, \$4.50 @ 7; common to good fat cows, \$3 @ 6.50; heifers, \$5 @ 7.75; fresh cows and springers, \$4 @ 8.50.

Sheep and Lambs—Prime wethers, \$7.75 @ 8; good mixed, \$7.15 @ 7.55; fair mixed, \$6.25 @ 7; culls and common, \$3.50 @ 5; spring lambs, \$7 @ 10.75; veal calves, \$12.50 @ 13; heavy and thin calves, \$6 @ 9.

Hogs—Prime heavy, \$9.95 @ 10; heavy mixed, \$9.30 @ 9.95; mediums and heavy Yorkers, \$9.75 @ 9.85; light Yorkers, \$9.40 @ 9.50; pigs, \$9 @ 9.25; roughs, \$8.50 @ 9.25; stags, \$7.50 @ 8.

Cleveland, Oct. 10.

Cattle—Choice fat steers, \$8 @ 8.50; good to choice butcher steers, \$7 @ 8; common and light steers, \$5 @ 6; fair to good heifers, \$6 @ 7; good to choice butchers' bulls, \$6.25 @ 6.75; bologna bulls, \$5 @ 6; good to choice cows, \$5.50 @ 6; fair to good cows, \$4.75 @ 5.50; common cows, \$3.50 @ 4.50.

Calves—Good to choice, \$12 @ 12.50; fair to good, \$10 @ 11.50; heavy to common, \$6 @ 9.

Sheep and Lambs—Good to choice springs, \$10 @ 10.25; fair to good, \$8 @ 9.50; culls and common, \$6 @ 8; good to choice wethers, \$7 @ 7.25; good to choice ewes, \$6.50 @ 6.75; mixed ewes and wethers, \$6.75 @ 7; culls, \$3.50 @ 4.50.

Hogs—Medium and heavies, \$9.75 @ 9.80; mixed, \$9.50 @ 9.85; Yorkers, \$9.50 @ 9.65; pigs, \$9; roughs, \$8.80; stags, \$8.

Chicago, Oct. 10.

Hogs—Bulk, \$9.40 @ 9.80; light, \$9.10 @ 9.50; mixed, \$9.45 @ 9.80; heavy, \$9 @ 9.50; roughs, \$9 @ 9.50; pigs, \$6.75 @ 8.50.

Cattle—Native beef cattle, \$6.50 @ 11.25; western steers, \$6.15 @ 9.40; stockers and feeders, \$4.75 @ 7.75; cows and heifers, \$3.50 @ 9.40; calves, \$8 @ 12.50.

Sheep—Wethers, \$6.40 @ 9.35; lambs, \$7.35 @ 14.50.

Wheat—Dec., \$1.87 1/4. Corn—Dec., 78 1/2 c. Oats—Dec., 48 1/2 c.

Dogs and Kerosene

You've seen a stray dog—thin, scary and half-starved. Let some one take him home and give him real food—he's likely to turn out to be an excellent watchdog and a fine companion for the children. Good food makes the difference.

It's the same with your lamp and oil stove. If they're smelly, smoky and bothersome—if you get hazy light and unreliable heat—you're using the wrong kind of kerosene. Give them

ATLANTIC Rayolight OIL

and you'll enjoy the fine, clear, brilliant light and the steady, radiant heat you've always wished for. Good kerosene makes the difference.

Atlantic Rayolight Oil is refined to the nth degree, from the highest grade crude petroleum obtainable. Always ask for it by name.

It doesn't smoke, smell or char the wick. It burns slowly—therefore is most economical. If you believe in preparedness, you'll load up a barrel of Atlantic Rayolight Oil. Be sure to look for the brand name on the barrel.

THE ATLANTIC REFINING COMPANY
Pittsburgh and Philadelphia

There are many days when it isn't cold enough to start the fires, yet it's too chilly to be without any heat at all. A Perfection Oil Heater can be used in any room in the house without smoke, soot, ashes or unpleasant odors. See them at your dealers—\$3.50 to \$5.00. You can be ideally comfortable regardless of the weather.

Go to the store that displays this sign: Atlantic Rayolight Oil For Sale Here. You'll find it a good place to buy regularly.

GOOD RESULTING FROM GOVERNOR'S TOURS

It is the general opinion of the officials and others who made the trips thru the different sections of the State on the Agricultural Tours, that the farmer and the people in general have been brought in closer touch with the work of various departments of the State government and a great deal of good has been accomplished.

Secretary of Agriculture Charles E. Patton, who has introduced progressive measures in the Pennsylvania Department of Agriculture and who is now working out the marketing problem with general success was very much pleased with the result of the tours Secretary Patton says:

"The tours served as a means for getting the people of the farming communities in touch with the officials at Harrisburg and gave them a chance to know personally those with whom they are dealing in trying to advance the agricultural interests of the state. The tours gave me a broader insight into the conditions of the farming communities and the conditions under which some farmers must work.

"One noticeable feature was the readiness with which the farmers and the people met us and talked co-operation. They are ready and anxious to be helped and they want to help us in outlining the work which will benefit them.

"The tours have been a means of education as many of our farmers have not realized the benefits which can be obtained from the Department of Agriculture and have not taken advantage of the many opportunities open to them. The tours will lead to the good of agriculture all over the State and have created a closer feeling between the farmer and the Department of Agriculture.

"It was a revelation to the visitors to see the improvements everywhere and especially were the eastern people impressed with the advancement of the northern farmers have made. There was an evidence of good farming everywhere we went. I believe that the gradual construction of good roads is developing a tendency to fix up the farms throughout the State as many farm houses are now surrounded with as fine lawns as we find in the cities and the building and fences are erected and painted in such modern fashion that they would do credit

to our large towns and cities.

"The receptions given everywhere surpassed anything that we could have expected and it is now our duty to meet the demands that our people may make upon our services."

Deputy Secretary of Agriculture C. E. Carothers who has charge of the Farmers' Institutes and the farm advisory work says:

"The recent Agricultural Tour of the State has impressed a number of things on me and gave me a much broader knowledge of the great and fundamental interest and industry of our state by no other method could we have gained so complete a knowledge of the general condition of the different sections of the State relative to its agricultural interests. No season of the year could be more favorable for such an inspection, having as we do so many different varieties of soils adapted to the production of so many different products, all of which are being cultivated to a great extent to produce that which is best adapted to the different localities.

"One thing that impressed me most was the unusual amount of waste, or in other words, unproductive land. Why a great deal of this waste land is lying in its present condition and has been permitted to run down could be explained by its owners, yet when we consider that in every section of the State traversed by the different tours we found splendid markets for all products of the soil, we believe that a greater interest should be taken by the farmers of the State and that it will be but a short time until there will be much less non-productive acreage in our fertile valleys.

"Another matter that impressed me deeply was the scarcity of live stock. Outside of several sections, but little is found in the country traversed. It should be the purpose of the Institute Division of the Department of Agriculture to assist in every way possible in its endeavor to encourage the farmers in every way and to interest them to such an extent that they may find it possible to cultivate or graze every acre of their farms, thereby increasing the amount of food production and livestock, so much needed in the State in order that the products of our farms may keep pace with the industrial development."

Wilson insists that he will never recognize government by assassination, but he hasn't cut off relations with those who have assassinated Americans.

The first President and the first Congress that ever submitted to a hold-up.

And, by the way, nobody will ever be able to claim this was a regular Democratic Administration unless we have a bona fide issue before March 4, 1917.

Betting on Hughes and Wilson is dangerous both to Democrats and Republicans. In one of the New England states such a bet was made a few days ago. The officers heard of it, and they arrested the Republican on a charge of robbery and sent the Democrat to an insane asylum. Be careful.

Driving It Home

Let us drive home to you the fact that no wash woman can wash clothes in as sanitary a manner as that in which the work is done at our laundry.

We use much more water, change the water many more times, use purer and mores costly soap, and keep all th clothes in constant motion during the entire process.

It's simply a matter of having proper facilities.

Meyersdale Steam Laundry

Joseph L. Tressler
Funeral Director and Embalmer
Meyersdale, Penna.

Residence: 209 North Street. Office: 229 Center Street.
Economy Phone. Both Phones.

RUMANIANS LOSE IN TRANSYLVANIA

Kronstadt Is Retaken by the Teutons

ALLIES GAIN ALONG SOMME

All of Le Sars in Possession of British—Austrian Attacks on Italians Fail—Allies Gain in Macedonia.

Kronstadt, in southeastern Transylvania, and its leading industrial and commercial center, which was occupied by the Rumanians shortly after their entry into the war, has been recaptured by the Austro-German forces, the Berlin war office announced.

All along the eastern line in Transylvania, the official statement reports, the Rumanians are falling back. From the Geister forest the Teutonic forces have pressed into the Al valley and fought their way forward.

A successful attack by German seaplanes upon Russian transports off the Dobruja coast in the Black sea is reported in an official German statement.

British Advance on Somme.

The British lines on the Somme front north and northeast of Courcellette have been considerably advanced, it was officially announced in London.

A small part of the ground lost by the Germans in the recent fighting north of Les Boeufs was regained by them in a counter attack. Otherwise, says the official statement, the British held their gains. They have taken more than 500 German prisoners. The whole of Le Sars is in British hands.

The success of the Serbians in carrying Bulgarian positions north of Fejar, in the Mide Flanina region, is described by Reuter's Salonika correspondent as important. The Serbians, says the correspondent, made their new advance, after stubborn fighting, putting the Bulgarians finally to precipitate flight. The action continued and the Serbians obtained a footing on the Dobropolje ridge, a very strong frontier barrier which the Bulgarians are said to have considered impregnable, owing to its natural strength and the manner in which they had fortified it.

The Serbians are reported to have captured a fairly large number of prisoners, and considerable booty. On the remainder of the front there was intense artillery activity and progress on the part of Serbian advanced detachments.

The repulse of repeated attacks by the Austrians on the new Italian positions on Busa Alta, in the Vanoi Cismon valley, is reported in the statement by the Italian war office.

8-HOUR BOARD NAMED

Three Men Will Consider Effect and Application of New Law.

President Wilson has appointed three men to the newly created board which is to consider railroad legislation, especially as it pertains to the eight-hour day.

They are General Goethals, former governor of the canal zone; George S. Rubles of the federal trade commission and Interstate Commerce Commissioner Clarke.

Observing the operation and effect of the institution of the eight-hour work day, the commission is authorized to conduct a general investigation of "the facts and conditions affecting the relations between such common carriers and employees." The task will begin when the eight-hour law takes effect, Jan. 1, next, and after an inquiry of not more than nine or less than six months the commission will make a report to the president and congress.

Pending the filing of this report, and for thirty days thereafter, the law provides that there shall be no reduction of wages of the employees affected for the standard eight hours of work.

WOULD USE PROUD NAMES

Defense Society Urges Battle Cruisers Carry Titles of '12.

Suggestion that the new United States battle cruisers—a new class of ships for the navy—be named for the famous old fighting ships of American history is made in a letter sent by the American Defense society to Secretary Daniels.

The society says that in so doing the secretary of the navy "can do much to preserve the noble traditions of our earlier navy and to foster a revival of true patriotism which will do much to arouse a sentiment which will again place our fleets in their proper rank with the navies of the world." The names suggested are the Alliance, Intrepid, Constitution, Constellation, United States, Congress, Bonhomme Richard, Independence, Essex and Chesapeake.

Koo Must Stay on His Job

President Li Yuan Hung of China has cabled Dr. V. K. Wellington Koo, Chinese minister to the United States, refusing to accept his resignation from that post, declaring in the message that the preservation of friendly relations between the United States and China now is the greatest importance, and that Dr. Koo's services are indispensable.

Children Cry FOR FLETCHER'S CASTORIA