

U-53 NOT ALONE IN COAST RAIDS, KANSAN REPORTS

U. S. Ship Halted and the West Point Hit About Same Time CARGO NOT SEARCHED

BOSTON, Oct. 8.—A German submarine, other than the U-53, halted the American steamship Kansan, officers of that vessel declared on reaching port here today.

Their statement, after viewing a photograph of the U-53 taken during the latter's hurried call at Newport Saturday, was taken as conclusive proof that more than one German submarine operated off the New England coast on Sunday.

After studying the photograph both officers and men said the ship halting them was different and that the man aboard were not the same as those depicted on the U-53. The submarine raiders did not board the Kansan. Instead the German captain hailed the vessel from deck, after spotting her American flag, and the U-boat ducked out of sight just as abruptly as it had appeared, after being shown the Kansan's papers and having them explained.

Shipping men were surprised that the German should have let the Kansan go free, inasmuch as she had a cargo consisting of steel, hay and grain from New York for the French Government.

The Kansan will take 2000 horses aboard here and sail again for a French port. She was chartered some time ago by the French Government. She is of 15,000 tons.

Captain E. L. Smith, of the Kansan, declares that he had hardly departed from the U-boat which held him up when he heard the call of the steamship West Point, saying she had been fired on. The West Point was some distance away.

CAPTAIN SMITH'S STORY Captain Smith said: "I left New York at 10 a. m. Saturday and arrived three miles off the Nantucket lightship at 4:35 Sunday morning. The first warning I had that a German submarine was even in the vicinity was when I heard a shot fired across the Kansan's bow. I immediately ordered the engines stopped, but before we could come to a standstill from our headway there was a second shot. We came to a standstill within a few minutes. I then sighted the submarine for the first time. She was a short distance away and an officer hailed the Kansan from the boat. He asked for our papers. I immediately put over a boat with Second Officer McNamara in charge. He rowed to the submarine and presented our papers. They were carefully examined and McNamara was told we could proceed. An hour after we were first stopped we were under way again.

"Before we could get along, however, the submarine disappeared beneath the waves, diving out of sight as suddenly as she had appeared. We had hardly left this U-boat until I heard the wireless call of the West Point saying she was being attacked by a submarine. I put the Kansan about and started to have the submarine's crew boarded the Kansan accounts for her escape. When Smith presented papers showing that his boat was an American ship, he was giving the Germans correct information, but without the fact that the Kansan was under charter to another nation.

Asked for some direct comment on the submarine, Captain Smith simply swore. The captain has a remarkable command of language. Captain Smith must pass back through the submarine zone tonight with his cargo of munitions and other contraband.

Grave fears are felt for the steamship Great City, which sailed from Boston late yesterday, before the directors of her line learned of the submarine activities off Nantucket Shoals.

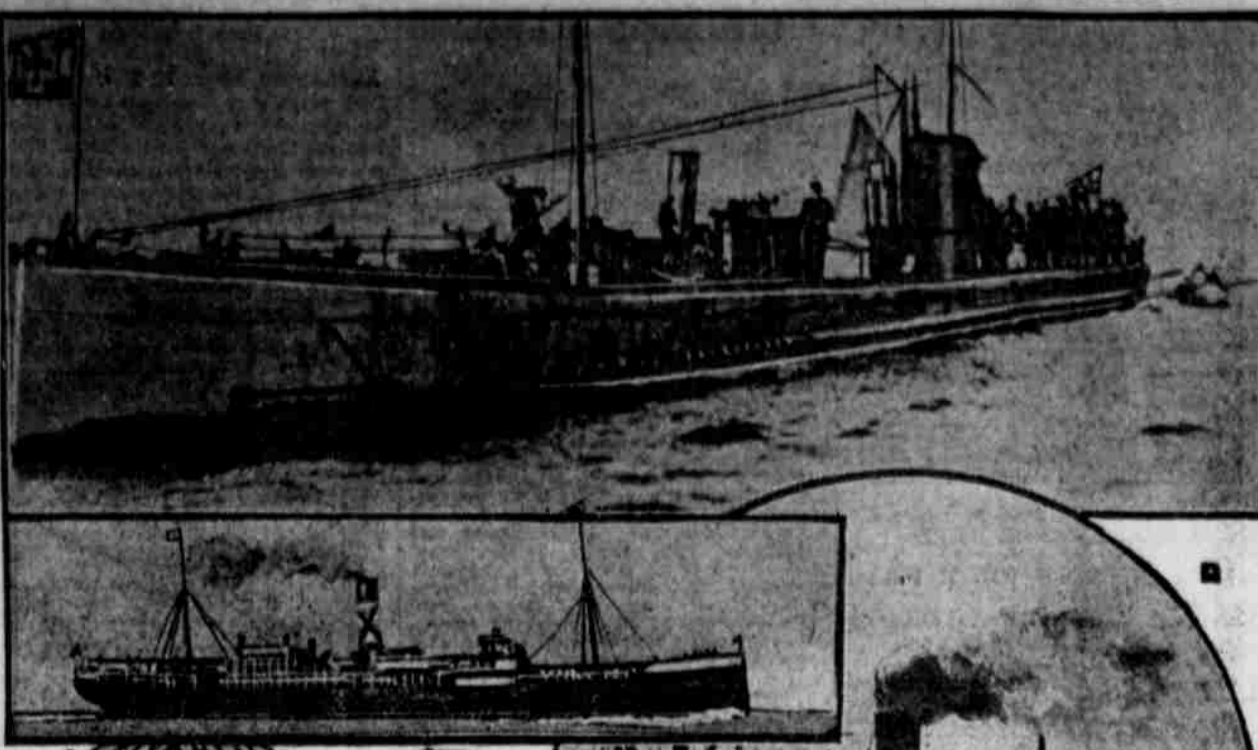
The Great City is bound for St. Nazaire, France, with a big cargo for the French Government. She is carrying about 7000 tons of steel, 500 horses and several hundred tons of feed and grain.

BERNSTORFF NOT TO START U-BOAT RAID DISCUSSION Ambassador Goes to Shadow Lawn to Discuss Polish Relief

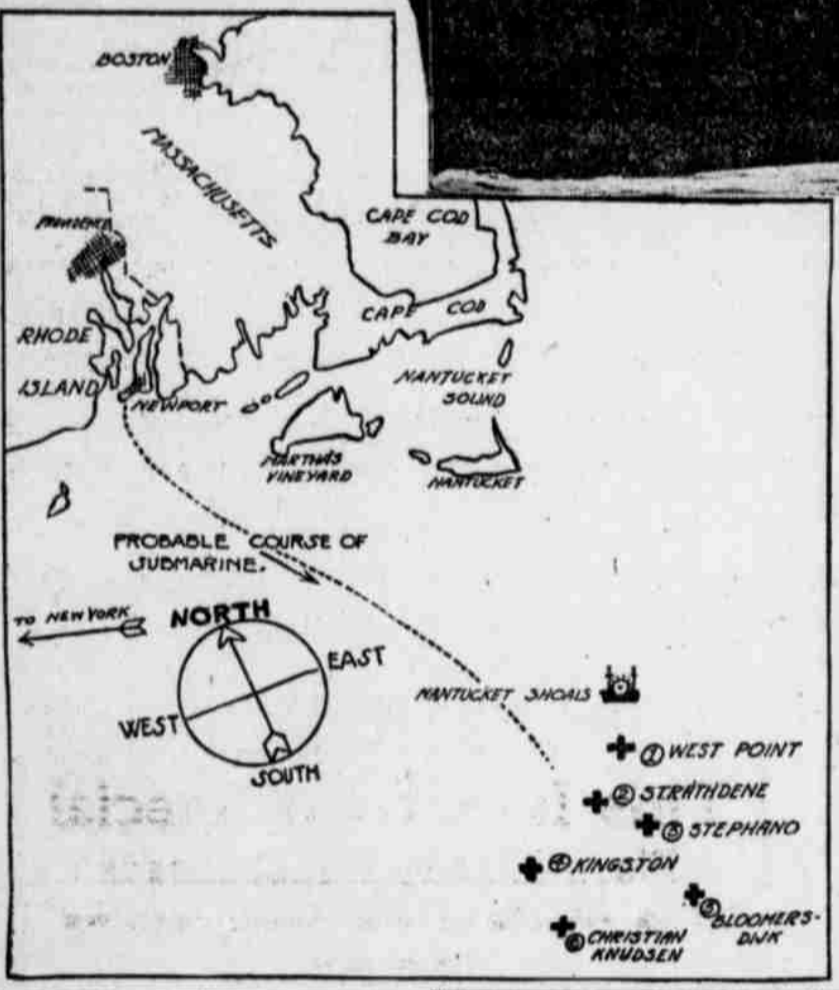
WASHINGTON, Oct. 8.—Count von Bernstorff explained the purport of the message delivered at Newport by the German naval officer. The Ambassador had an inkling of the real purport of the submarine's visit. He left this morning on the 12:19 train for Shadow Lawn, where he will deliver an autograph letter on Polish relief from the German Emperor to President Wilson.

The Ambassador does not expect to discuss the submarine's visit unless the President makes the first move. In fact, he has no instructions to consult the United States Government about this or other matters involving the war Germany is waging against her enemies.

GERMAN U-BOAT AND TWO OF ITS ILL-FATED VICTIMS



At the top is the daring U-53. Below it is the S. S. Stephano, formerly of the Red Cross Line, which plied between New York and Halifax as a passenger boat, but a short time ago purchased by the Russian Government. At the right is the West Point, the U-boat's first victim.



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A Joyous, Lovable Book Jaunty in Charge By Mrs. George Wemyss To create Jaunty was a task worth while in fiction. We cannot see how there could be any improvement in Mrs. Wemyss's way of doing it. However high your expectations you will not be disappointed with the romance of the uprising of Pamela and Sally Lawrence with Jaunty in Charge. Here is everything that makes life worth the living—light, happiness—some of the tragedy. It's good to know such people are striving to be other happy, and succeeding. Live with them a few hours. It's worth your while. Price, \$1.50 net. All bookstores (post. extra). E. P. DUTTON & CO., 651 Fifth Ave., N. Y.

POWDER-LADEN SHIPS HELD UP TEMPORARILY

Du Pont Officials Say Submarines Cause No Loss to American Manufacturers, However

There is a strong probability that the enormous ammunition shipments from this port will be curtailed, temporarily at least, because of the activity of the German submarine or submarines.

Millions of dollars worth of war material, including powder, foodstuffs, wearing apparel, building material and machinery is shipped from this port every week.

Du Pont officials expressed little concern over the submarineing of ships. It was explained by a representative of this company that responsibility for the shipments of powder is out of the company's hands once it is delivered to the waiting ships.

Shipment to Russia by way of San Francisco will not be interfered with, it was explained, and powder is being sent across the country as usual. The only point of entry, however, is Archangel, and once this port becomes icebound, a serious problem will present itself.

Advertisement for 'Jaunty in Charge' book by Mrs. George Wemyss, featuring an illustration of a man in a suit.

Advertisement for Jacob Reed's Sons, featuring illustrations of women in fashion and text about ready-made clothing.

Advertisement for Julius Le Vallon, featuring text about his book 'Blackwood' and his publisher E. P. Dutton & Co.

PHILADELPHIANS SAFE NEAR U-BOAT, IS BELIEF

American Liner Which Sailed Saturday Said to Be Now Far Away From Zone

Thirty-six Philadelphians who sailed on the American Line steamship Philadelphia from New York Saturday are thought to be today in the zone of submarine warfare. Unless the submarine moves farther out to sea for its operations, however, the Philadelphia is safe, passenger line agents say.

For it has had time to travel many miles beyond the Nantucket Shoals, in the immediate vicinity of which the U-53 confined its operations yesterday.

Fear that the liner may be attacked has also been allayed by the details of the escape of the American merchantman, the Kansan. The U-53 stopped the Kansan and after being assured that it was an American ship, let it pass unharmed.

The Philadelphia is stopped by the submarine, it is believed the American flag will be respected.

The Philadelphians who are among the cabin passengers of the liner are: Miss Sarah A. Firth, Miss Agnes Armstrong, Miss Susanna Wright, Miss Edna Farnell, Miss Annie Farnell, Miss Margaret Latt, Miss Mary Laughlin, Miss Mary E. Francis, Miss Walter H. Meigs, Miss Grace Perry, Miss Hannah McCreary, Miss Edith Morrison, Miss Katherine Lehan, Miss Margaret Gillen, Miss Alice E. Broadley, Mrs. Julia Hutton, Miss Mary O'Brien, Mrs. Jesse Barnes, Miss Ella Williams, Miss Anna Barnes, Miss Margaret McNulty, Miss Annie Clark, Miss Mary E. Francis, Miss John Lynch, Miss John Lynch, Jr., Miss Frances Duffy, Miss Teresa Reddy, Miss Kath. McCann, Miss Mary McVarron, Miss Annie McInnes, Miss Annie McDermott, Miss Mary Gillen, Miss Mary Gillen.

GERMANTOWN COUPLE SAVED FROM TORPEDOED STEPHANO Charles T. Evans and Wife Picked Up By Destroyer

Charles T. Evans and wife, of 303 West Walnut lane, were among the passengers rescued from the British passenger liner Stephano, which was torpedoed south of Nantucket. They were picked up by the destroyer Balch, transferred to the destroyer Jenkins and later taken to Newport by the destroyer Ericsson.

Evans, who is an insurance broker with office at 803 Walnut street, left here with his wife about the middle of August and went to Newfoundland and other points along the north Atlantic coast.

News of his arrival at Newport was received at his Germantown home today. He has two sons and two daughters.

Indian Pros Down Carlisle Eleven CLEVELAND, O., Oct. 8.—The Cleveland Indians, a professional football team, won an easy victory over the Carlisle Redskins at League Park yesterday. The score before the game was 10-0 in favor of the Indians in the first three periods, shutting them out, Carlisle scored in the fourth quarter. Four thousand persons witnessed the game.

MARINE INSURANCE GOES AWAY UP IN COST

Brokers Say If Submarines Continue Work Rates Will Be Prohibitive

The German submarine raid off the New England coast caused one of the biggest advances in marine war insurance rates here today since the war began.

Rates to England, which have been accepted generally at 1 per cent advanced to 3 and 4 per cent, and the war risk on vessels bound for the Mediterranean, which have been about 4 per cent, leaped upward.

"The market is unsettled," a marine insurance broker said. "But it is certain that the rates will stay up until the danger is removed. We have been getting three-quarters to one per cent on vessels for Liverpool and London, but the rate will be five and six per cent, if not higher, unless the 'coast is clear.'"

Underwriters are awaiting anxiously more details regarding the sinking of ships. It was the general opinion that at least three or four submarines have made the transatlantic voyage and are about to begin a vigorous warfare off the American coast. War rates that would virtually prohibit clearance of vessels were predicted in that event.

Rates advanced also in New York. Rates from there to England, which last week were accepted generally at 1 per cent, and to Havre and Bordeaux, at 2 and 3 per cent, respectively, have been advanced to 3 per cent. Rates to South America and on ships going through the Panama Canal to the West Indies, which for the last month have been accepted at 4 and 5 per cent, are now being taken at 3 per cent and more.

The loss of the Stephano and the West Point was a severe blow to underwriters in New York. Both ships carried large insurance. The Stephano and the other three ships which were also sunk were insured by British houses.

STEPHANO PASSENGER SAYS "U-61" NOT "U-53," SANK BRITISH LINER NEWPORT, R. I., Oct. 8.—The British passenger ship Stephano was sunk by the German submarine U-61, according to Miss Mary Griffin, of Tiverton, R. I., a passenger on the liner. Miss Griffin, upon her arrival here, was taken to the home of Mrs. Frank Vanderbilt.

If Miss Griffin's information is correct, it shows that Germany has sent at least two submarines to American waters. The other is the U-53.

"We on the Stephano had just finished dinner when a shot was heard," said Miss Griffin. "With others, I went on deck and was trying to see what the shot had come from when another was fired. The submarine could be seen partly submerged. She was apparently not trying to hit us for the first two shots were very wide of the mark, but the third jarred us. While the boats were being lowered some of the passengers got excited, but the officers and crew kept order. The officers kept yelling at us, 'Be calm! Be calm!' One woman was so scared she tried to jump over the side of the liner, but a seaman caught her dress and held her back."

Large advertisement for 'HARMONY A PIPE BLEND' tobacco, featuring an illustration of a pipe and text about the sale of women's suits.

Advertisement for 'LOCOMOBILE' closed coach work, featuring text about riding quality and prices from \$5600 to \$6800.