

## U-BOAT ACTIVITIES MAY CAUSE NEW FREIGHT EMBARGO

Pennsylvania and Reading Roads Announce Probable Action to Come

### SHIPPING TIED UP HERE

Both the Pennsylvania Railroad and the Reading Railroad contemplate placing a strict embargo on all foreign shipments from this port should a continuation of the German submarine activities threaten to cause a tie-up of their roads, according to officials of both corporations.

This news, coupled with the announcement by an official of the International Mercantile Marine, that all boats of this company in American ports are to be held to await further instructions, may cause a total paralysis of shipping from this vicinity within a short time.

Officials of the railroads say they are determined not to permit their freight yards to become choked up with foreign goods awaiting shipment while domestic traffic is allowed to pass. They threaten to place an immediate embargo on foreign shipments at the first sign of such a tie-up.

### ACTION DEPENDS ON SHIPPERS

They indicated that conditions such as they were confronted with during the activity of the German submarines last year, when every freight yard in the east was clogged with goods awaiting shipment to foreign countries, will be met with in a different manner this time.

They made it plain that their action depended wholly upon the shippers. If goods are consigned to ships and are ordered right through, everything will be all right, but it was stated that goods will not be permitted to remain on cars "awaiting instructions."

### STOTESBURY IN CONFERENCE

At the office of C. H. Ewing, general manager of the Reading Railroad, it was said that the company is marking time today awaiting further developments, but that an immediate embargo would be placed at the first sign of a tie-up of traffic.

Edward T. Stotesbury, president of the Reading Company, held a conference with Mr. Ewing today. What took place at the meeting was not announced, but it is believed that some plan of action was formulated concerning the handling of goods in the event of a continuation of the submarine activity.

Vessels of the International Mercantile Marine, which are affected by the order restraining them from leaving port, are the Georgia, of the American Line, with 10,000 tons of freight and horses, scheduled to sail today; the Minnesota, of the Atlantic Transport Line, with 10,000 tons of cargo, scheduled to sail tomorrow, and the Enderduick, of the Holland-American Line, with 6,000 tons, scheduled to leave port on Wednesday.

On each of these lines, which are subsidiary lines of the International Mercantile Marine, four ships are operated from the port of Philadelphia.

Similar action has been taken by the Furness, Withy Line, which has sailings fortnightly from this city. This company has ordered the steamship American Transport, with 7,000 tons of general merchandise, to remain at her pier. The ship was scheduled to leave for Manchester, England, today.

### OTHER BOATS AFFECTED

Other boats of this line similarly affected by the order, together with their tonnage, are Manchester Port, 600 tons, for Manchester, England, to sail October 12; Crown Point, 700 tons, for London, to sail October 11. This line owned the steamship West Point which was torpedoed.

Agents of the International Mercantile Marine Company in Boston, Baltimore, New York, Portland and Montreal have also been ordered to hold all steamships of this company flying the British flag to remain in port until further notice. The company has cancelled all European sailings from American ports for the present. Other transatlantic lines are expected to follow suit.

Some of them announced that their vessels were armed to protect themselves against raiders and would sail on regular schedules.

### BALDWIN'S SAY NOTHING

Officials of the Baldwin Locomotive Works could not be seen regarding their action in the event of a tie-up in shipping facilities. It is understood that their contracts call for the delivery of war material to the freight cars and after that their responsibility ends. The same applies to the Midvale Steel Company. Orders are being filled as usual, it was stated at the latter plant.

No British, French, Italian or other vessels.

nel of a belligerent country has passed out of the Delaware Breakwater since news was received of the submarine warfare. The Norwegian steamship Lyngnesford went out to sea, but two British vessels which cleared and went down the river, failed to pass out. They are believed to have anchored in Delaware Bay to await orders. These were the steamships Snowden Range, bound for Glasgow with general merchandise, and the Rio Verde, for Rio Janeiro.

Several others, having cleared, wanted to leave today. They included the American steamship Georgia, at pier 45. But whether they will take the chance depends upon the officials of British and other Consulates under instructions from the Admiralty.

H. T. Barton, head of the American Agency of Furness, Withy & Co., handling 200 vessels out of this port, Boston and New York, one of which was the West Point sunk by the U-boat 53, said that every ship owner and agent will hold in port every vessel now here.

### VIEW OF SHIPPING MEN

"Certainly no merchantman is going to venture out while the three-mile limit line is frequented by German submarines," Mr. Barton said. "The port of Philadelphia is practically closed and will stay closed, at least until some port protection is offered. There is nothing else for ship masters and owners and agents to do."

Information was received to the effect that the submarine situation was not likely to deter the sailing of the tank steamer Hermes and the Gamma, two Dutch vessels. The Gamma will leave at the end of the week with a consignment of oil cake to Amsterdam. The destination and the date of sailing of the Hermes are still unknown.

There are a number of ships with consignments for this city that are believed to be in or approaching the danger zone, among which are the Spanish tramp steamship Cornea Mendt which left Sagunto on September 25, with a consignment to the Galley Davis Company; the Regent from Spezia to Furness Withy & Co. The latter vessel is equipped with wireless, but is said to have learned the news and has changed her course.

Fred M. Taylor, of the former firm of Charles M. Taylor's Sons, at one time one of the biggest shipping agencies in Philadelphia, said every vessel in port will stay here "as a mere matter of common sense."

Joseph C. Gabriel, local representative in charge of all the Standard Oil Company's tank ships, was the only one to brave the submarines along the limit line. He said that because the company's vessels sailed under all flags it would be able to run ships that could pass through the blockade.

"Our service will go on without change of schedule," he said.

"I cannot at this time say just which of our vessels are in port, and which are scheduled for an early departure, but I should say offhand that all of our tankers expected to sail will do so, unless the submarine campaign is materially increased. It is highly necessary that our service be kept open."

Robert J. Galley, head of the firm of

Galley, Davis & Co., said that his agency had only one vessel now within what might be considered the danger zone, and that was the Norwegian steamship Wasana, which passed Cape Henry yesterday morning.

"Vessels of a country at war with Germany are, of course, legitimate prey for a German submarine outside the three-mile limit," he said, "and I suppose many more sinkings may be expected."

In the transatlantic service, he said, the firm had only two vessels at present, both of which are on the other side and not scheduled to leave their British ports for at least two more weeks. These vessels are the French ship Florie and the British vessel Queen Elizabeth.

Four vessels which sailed from Philadelphia several days ago under British registry carrying cargoes consigned to the Allies' ports are believed to be menaced by the submarine peril. They are now in the region of the U-33's activities if they are on schedule. Their agents in this city are anxious for their safety.

The four vessels are the British steamship Media, which cleared from here on Saturday for Marseilles; the French tank steamship Ville de Hauges, with oil, for Gibraltar; the British steamship Meteor and Snowdon Range. The last-named vessel is loaded with munitions.

The Media is presumed to be within twelve hours' distance of the war submarine. Like the West Point, one of the vessels attacked Sunday by the U-53, the Media is under charter to Furness, Withy & Co., Limited.



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### BOSTON SHIPPING ALARMED;

#### ONE BRITISH VESSEL SAILS

Another Held at the Isle of Lewis Put to Sea

BOSTON, Oct. 9.—Shipping here admittedly is alarmed by the German U-boat activities. One British steamship, the Isle of Lewis, bound for Manchester, England, with a cargo of food products and war

supplies, however, sailed at 4 yesterday afternoon.

The Great City, another British freighter, due to sail yesterday with steel and horses consigned to the French Government, with American muleteers aboard, was held in port.

Great anxiety is felt for the White Star liner Canopic, carrying 1200 passengers and a cargo of general merchandise from Naples, Gibraltar and the Azores for Boston. Although several days from the danger zone, her agents are considering forwarding a request to England for an armed convoy.

Other vessels due this week in Boston are the Bay State, from Liverpool, and the City of Naples, from Hongkong, tomorrow; the Hesperus, from Huelva, Spain, Wednesday; the Nicholas Athanasakis, from Fenarhi, Thursday; the Cambrian, from Liverpool; the Saxon Monarch, from Glasgow, Friday; and the Etonian, from Liverpool, Saturday.

The British steamship Leonatus, without wireless, is almost due here with a cargo of sugar from Matanzas, Cuba. Her course would take her past Portuguese Florida Lightship, the present ground of the submarine activity.

The freighter Hispania, with wool and hides, from Montevideo for this port, is regarded in danger.

Sailings scheduled for this week may be canceled.

BERLIN, Oct. 9.—Army headquarters reports that five aeroplanes were shot down by the Germans on the Baltic. In aerial engagements or by anti-aircraft guns.

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**This Warm Weather is Temporary  
So is This 15% Discount  
If You Need Furs  
Buy Now**

Notwithstanding the warm weather, we are much gratified at the success attending the opening of our October 15 per cent Discount Sale. We urge a selection at this time, as furs are constantly advancing in price, and while we are always in the market for the good things which we have been distributing, we cannot promise unlimited quantities of such real bargains for an indefinite period.

We have spent years in the establishment of a fur business on the integrity basis—and with the knowledge of buying and manufacturing we are able to save you a middleman's profit.

In plain English, we would rather sell a hundred coats at a 15 per cent discount in October than twenty in November at full prices. Logical! Is it not?

We Continue for Tuesday

**This Important Special  
Flare Hudson Seal Coats**

40 inch, with collar and border of skunk or black lynx

**97.75**

November price will be 115.00

### Fur Sets

November Regular Price	October Sale Price	
37.50	Black Fox .....	31.88
40.00	Skunk .....	36.00
50.00	Natural Raccoon ..	42.50
55.00	Red Fox .....	46.75
75.00	Battleship Gray Fox.	63.75
75.00	Kamchatka Blue Fox.	63.75
80.00	Black Lynx .....	68.00
110.00	Fisher .....	93.50
120.00	Dyed Blue Fox .....	102.00
120.00	Slate Fox .....	102.00
120.00	Cross Fox .....	102.00

### Hudson Seal Coats

November Regular Price	October Sale Price	
120.00	Hudson Seal Coats ..	102.00
160.00	Hudson Seal Coats ..	136.00
170.00	Hudson Seal Coats ..	144.00
185.00	Hudson Seal Coats ..	157.25
190.00	Hudson Seal Coats ..	161.50
210.00	Hudson Seal Coats ..	178.50
250.00	Hudson Seal Coats ..	212.50
300.00	Hudson Seal Coats ..	255.00
330.00	Hudson Seal Coats ..	280.50
450.00	Hudson Seal Coats ..	382.50

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### Fur Coats

November Regular Price	October Sale Price	
70.00	French Seal Coats ..	59.50
80.00	Natural Muskrat Coats	68.00
95.00	Natural Muskrat Coats	80.75
150.00	Caracul Coats .....	127.50
190.00	Nutria Coats .....	161.50
200.00	Sable Squirrel Coats	170.00
350.00	Moleskin Coats .....	297.50
350.00	Beaver Coat .....	297.50
475.00	Mink Coat .....	403.75
600.00	Mink Coat .....	510.00

### Fur Sets

November Regular Price	October Sale Price	
30.00	Hudson Seal .....	25.50
32.50	Skunk .....	27.63
110.00	Black Lynx .....	93.50
165.00	Fisher .....	140.25
110.00	Mole .....	93.50
110.00	Kolinsky .....	93.50
120.00	Slate Fox .....	102.00
150.00	Dyed-Blue Fox .....	127.50
325.00	Hudson Bay Sable ..	276.25
850.00	Silver Fox .....	722.50

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