

HARRISBURG ALL READY FOR AUTUMN, BUT AUTUMN REFUSES TO COME

STOCKS BREAK ON NEWS OF RAID

War Issues and Standard Shares Slump as High as Twelve Points

New York, Oct. 9.—The stock market was demoralized at today's opening, standard issues as well as war stocks breaking five, ten and even twelve points at the outset on enormous liquidation. The break was attributed to the German submarine activities and their possible consequences. The foremost feature was United States Steel, an offering of 29,000 shares at 112 to 109, representing a loss over the week-end of slightly more than 7 points.

DIPLOMATIC WAR WITH ALLIES AND GERMANY

(Continued From First Page)

the freighter Kingston were reported adrift at sea in open boats the fact that the weather was mild and the sea calm made it probable that they would be rescued within a few hours by some of the searching craft. Of the passengers of the Stephano, they were American tourists returning from New Zealand and the Canadian maritime provinces. All came through their rough experience without injury, according to officers of the American destroyer, but lost nearly all their effects. Some were able to save a few valuables, but their baggage went down with the ship.

Passengers Taken Off First. Lieutenant Commander Miller, of the Ericsson, which picked up some of the boats from the Stephano, said that no attack was made by the submarine on the Ericsson, but that on board had left the ship. When the Ericsson arrived at the lightship, Commander Miller observed a submarine about a mile distant and almost immediately heard three shots from the bow gun of the submarine. Through the haze he could dimly make out the Stephano, the object of the attack. None of the boats struck the ship and probably none was aimed directly at her. The Stephano dove to immediately and sent a message to the Ericsson saying "Please take off our passengers."

Care For Refugees. The Ericsson brought her 25 women and ten children while the destroyer Balch brought 59 others from the Stephano, including passengers and members of the crew. Eighteen of the women were landed at the government pier in New York by the Health Department, and were taken in automobiles to the homes of Governor R. Livingston Beckman, Mrs. French Vanderbilt and Arthur Curtiss James, former commander of the New York Yacht Club.

Gave Proper Warning. Dr. Andrews, who is connected with the Grenfell mission, was one of the four Stephano passengers taken to the home of Mrs. Cornelius Vanderbilt. Dr. Andrews was on his way to Newport in describing his experience. "Officers of the United States torpedo boat destroyer which had arrived in time to take care of the passengers of the Stephano visited the steamer," he said, "to make sure that all of the passengers were safe. They had been warned by the submarine to hold up as her turn was coming next."

Lost Personal Belongings. Mrs. Henry B. Wilson, of Williams-town, Mass., said that the passengers of the Stephano were engaged in disposing of the Stephano, a Dutch vessel, probably the Bloomer, which was standing a short distance away, "like a steer to be slaughtered," in the words of the captain. He had been warned by the submarine to hold up as her turn was coming next.

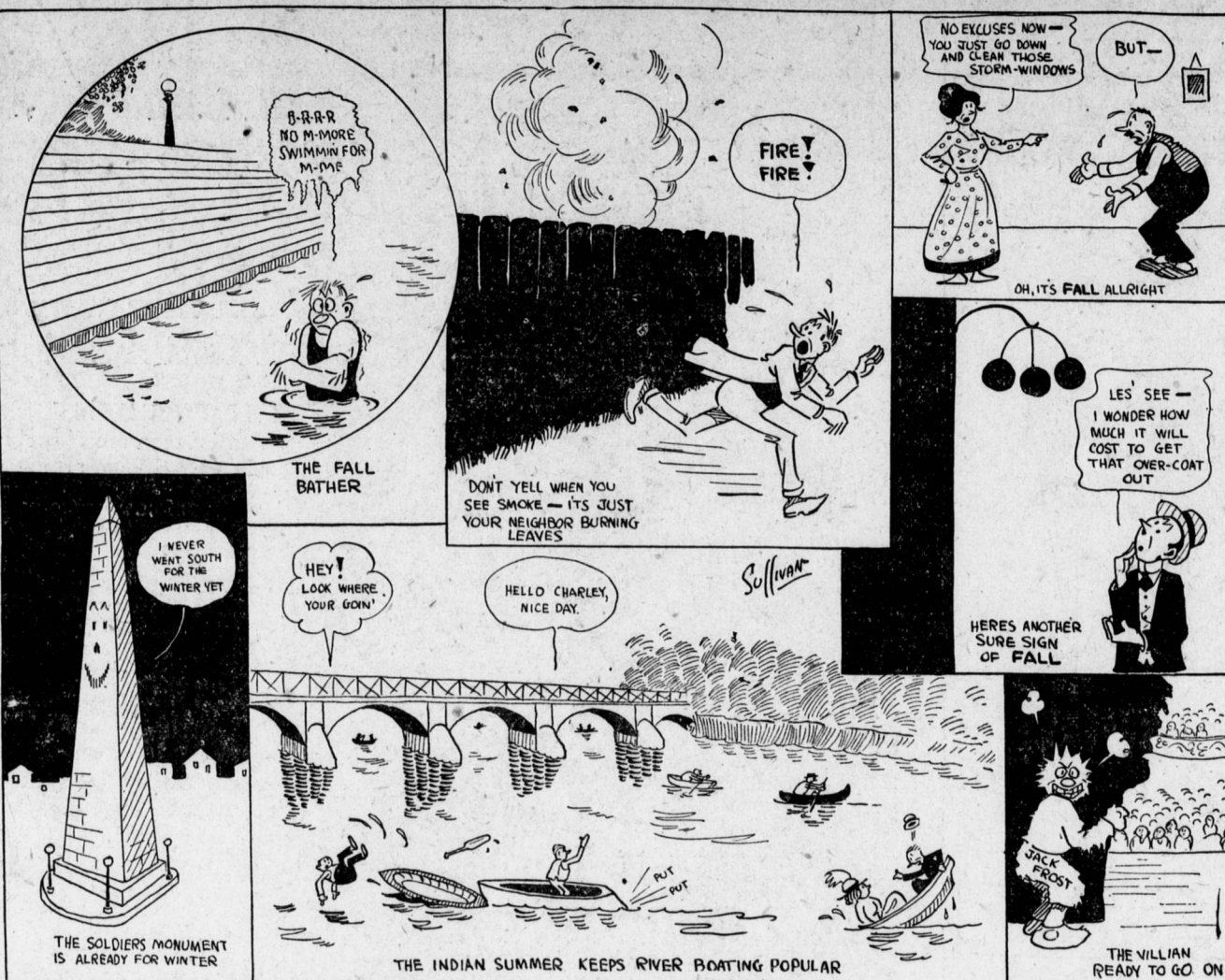
Dr. Andrews praised the work of the American warships which went to the assistance of the distressed vessels. He said they gave every possible assistance to the distressed passengers and when they were taken aboard the destroyers, showed them every courtesy.

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DIPLOMATIC COMPLICATIONS OVER RAID WILL RESULT WITH ALLIES AS WELL AS GERMANY

Washington, D. C., Oct. 9.—Possible complications of diplomatic complications over the German submarine raid along the New England coast seemed to-day to point toward the Allies as well as Germany.

State and Navy officials, scanning the unofficial reports of the destruction of ships within sight of American shores, found no reason to-day to change their opinion that the submarine operations had been conducted so far within the limitations of international law, but they were fully alive to the dangerous possibilities. Destruction of warships so near gave President Wilson himself, full information is being gathered through official channels and forwarded to the summer White House.

Have a Precedent. If the United States decides to object to the conduct of the war operations so close to its ports, the correspondence with Great Britain on the same subject furnished precedent which seems to fit in with the present situation. Great Britain contended she knew of no rule which forbade operations on one part of the high seas and permitted them on another, but the United States maintained that the presence of warships so near gave great opportunity for complications and that the practice was "inconsistent with the treatment to be expected from the naval vessels of a friendly power in time of war."

Fail to Find Trace of Crew from Torpedoed Britisher. Boston, Mass., Oct. 9.—No definite word had been received up to noon today of the fate of the crew of a vessel which was reported to have been sunk by the British steamer, one of the victims of German submarine attacks in the vicinity of Nantucket lightship yesterday and last night.

These men who were thought to have left their ship before she was sunk, were reported to have been rowing their small boats some thirty miles off the lightship early in the day, but a number of United States torpedo boat destroyers cruised over a large radius during the forenoon without sending ashore any message that they had found the Kingstown crew. Even the name of the sunken vessel remained in some doubt. No steamer Kingston has been reported in maritime registers as having been in these waters recently.

Although the captain of the lightship reassured that three submarines, financial, business, theatrical and social circles. It seemed doubtful to-day that the submarine raid would result in a general tie-up of the shipping of the enclaves nations in American ports, but one of the most important steamship companies controlling both British and American vessels, the International Mercantile Marine Company, issued orders that no British ships of that line should leave Atlantic ports pending further orders. The vessels issued by P. A. S. Franklin, vice-president and general manager, who immediately upon confirming reports of the sinking of the ship, sent telegrams to agents of the company in Boston, Baltimore, Philadelphia, Portland and Montreal directing that all vessels flying the British flag be kept in port to await orders.

This order stopped the sailings of all steamers of the White Star, Atlantic Transport, Leyland, Dominion and Red Star lines and the vessels of the White Star-Dominion lines sailing for Montreal and Quebec. The order will not interfere with the sailing of the American Line steamships or any of the company's vessels under the American flag.

Scores of Prominent Persons Are on Ships Approaching German U-Boat Danger Zone. New York, Oct. 9.—Owners, agents and others interested in vessels near the Atlantic coast flying the flags of nations hostile to Germany passed an uneasy night and to-day sought every possible avenue of news regarding their ships. Many of the vessels within the German U-boat danger zone carry scores of prominent persons, including some notable in

Bright Moonlight Aids German Commerce Raider to Sink Ships at Night

Boston, Oct. 9.—The American steamer Kansas which was held up by a submarine off Nantucket at 4.30 o'clock yesterday morning arrived here to-day. Her captain said that he had turned back in response to the signals of distress from the West Point but finding that his assistance was not required he proceeded to Boston.

The richest prize bagged by the Germans yet was the passenger liner Stephano which had just rounded the east end of Nantucket when she fell prey to a submarine. The vessel, British owned, was on her regular trip from St. Johns, N. F., to New York, via Halifax and carried 83 passengers including 30 Americans. Twenty-six of the passengers among the round trip on the steamer from New York. The Stephano was valued at \$400,000 when she was launched three years ago. She carried also a cargo of codfish, codfish oil and seal oil consigned to parties in the United States and South America and valued at \$150,000. Her naval value was due to the fact that she had been sold to the Russian government and was soon to be used as an ice breaker.

Submarine activities began at daylight Sunday, three miles east of Nantucket when the American steamer was sighted and signalled to stop. When the submarine commander was satisfied that she was an American vessel he allowed her to proceed. The submarine then moved in close to the lightship, where at six a. m. she stopped the British steamer Strathdene, bound from New York for London. After the British steamer orders to take to the ship's boats, the submarine sent a torpedo into the Atlantic steamer which was considerably to the southward. At 10.45 a. m. she halted the British steamer West Point, London for Newport. At a point ten miles south of the lightship, the crew took to the boats and the submarine torpedoed and sank the steamer.

No other vessel was encountered until late in the afternoon. At 4.30 p. m. six miles southeast of the lightship the Germans stopped the Stephano. Passengers and crew were taken off in the ship's boats and the undersea boat shot a torpedo into the liner. As this did not appear to disable the vessel, it was supplemented by gunfire. The submarine made off without waiting for the Stephano to sink and she remained afloat until 10.05 o'clock last night.

Newspapers of the British steamer Kingston came within view of the look-out of the submarine. The same procedure was followed as with the Kingston vessels, and at six p. m. the submarine was sighted at a distance southeast of the lightship.

Moonlight Aids Operation. The bright moonlight gave the submarine good chance to continue operations in the evening. She moved a little to the westward and soon after dark stopped the Dutch tramp steamer Bloomer, bound from New York for London. She was on the south of the lightship, three miles south of the West Point. She was on the theory that she was carrying a cargo of small lifeboats. The submarine fired a shot which sank her and she was still afloat, but she went down at 0.55 o'clock.

A little later the Norwegian steamer Christian Knudsen, New York for London was similarly halted and sent to the boats. Three other steamers were reported sunk yesterday by the Kansas meanwhile had sent broadcast radiograms telling of the sinking of the Stephano, the West Point and the Bloomer. The appearance in the vicinity of the lightship of another vessel was able to flash off a brief message giving word of her plight before she was abandoned by her crew. These dispatches were picked up at Newport and a fleet of United States torpedo boat destroyers was immediately ordered out to pick up the crews.

Through-out the day and night the destroyers cruised in waters for several miles around the Nantucket lightship, receiving word from time to time of the sinking of additional vessels. They located the survivors of all the vessels known to have been destroyed, except the Kingston, and took them aboard. The crew of the Stephano had previously been given shelter on the lightship.

The steamer Kingston is not mentioned in maritime records and her destination was not known early today. U-53 Forerunner of Mishaps. No legendary "flying Dutchman" ever was the center of so much speculation or lived so true to the tradition of being the forerunner of mishaps as the German war submarine U-53 which dropped so dramatically in Newport harbor Saturday afternoon. Captain Hans Gert, her commander, said that he was 17 miles out from Wilhelmshaven, and had come in to mail a letter to Ambassador Von Bernstorff. He was on an exchange of visits between him and American naval officers. Visitors were allowed to board the submarine, to look at the engine room, to gaze upon the eight grim torpedoes and to see the fighters of the United States Navy and ample opportunity to see that the submarine was no phantom.

Carried Peace Proposals. Her stay in port was scarcely more than three hours as she took on no fuel, no food, no water, no coal, no supplies of all we want," said her officer.

At dusk she pointed her nose out of the harbor and in the deep water of Brenton's reef lightship submerged and for a few hours all trace of her was lost.

In diplomatic circles there was at once a flurry of speculations as to the letter Captain Rose had mailed to Ambassador Von Bernstorff. Naval officers speculated as to the remarkable possibilities of the submarine which permitted her to make so long and so difficult a voyage through the enemy controlled seas without need of supplies of any nature. U-Boat Made in United States. Shippers of munitions to the allies speculated uneasily as to the purpose and probable length of stay of the undersea raider in the center of the great trade route from Atlantic coast ports to Europe. Speculation even touched upon the rumor, impossible made in America, that her boat was assembled at a secret base on this side of the Atlantic and launched. The rumor broadened to include reports that stores of petrol and other supplies had been spirited out of American ports and deposited in marine caches.

Crew of Kansas Say Vessel Was Not U-53

Boston, Oct. 9.—The American steamer Kansas which was stopped by a German submarine off the Nantucket lightship early Sunday morning and later allowed to proceed, arrived here to-day. Captain E. L. Smith and members of the crew said they were unable to determine the identity of the undersea boat, no name or number being visible. Some of the crew, however, when shown a photograph of the U-53 which put into Newport on Saturday, declared the submarine which stopped the Kansas was of another type, having a different arrangement of masts and funnels.

Captain Smith said the Kansas left New York at 10 a. m. Saturday bound for St. Nazaire, France and Genoa, by way of Boston, where she was to take on a cargo of munitions for the allies. In her hold were 6,500 tons of iron and steel intended for use in the manufacture of munitions for the allies.

At 4.35 a. m. Sunday morning when the Kansas was three miles south of the Nantucket lightship the captain saw a vessel which he described as a stopped boat before the engines came to a full rest and a second shot was fired. The submarine then appeared off her bow.

A youthful German officer came on the deck of the submarine and asked where the Kansas was bound. Captain Smith sent Chief Officer Hugh McNamara and the submarine in a ship's boat with the captain's papers. The examination of the papers by the submarine's commander occupied about an hour. After McNamara had returned to his ship the German officer signalled that the Kansas might proceed.

Ships Came So Fast Raiders Had to Keep One Waiting While She Sank Another

Newport, R. I., Oct. 9.—The story of how ships came within range of a U-boat raider so fast off Nantucket Sunday that she had to keep one waiting while she disposed of another, was told to-day by Arthur Gray, wireless operator on the Norwegian steamer, Christian Knudsen. The Knudsen was seen immediately after yesterday morning and the crew rowed about in small boats for ten hours before being picked up by a boat from the Nantucket shoals lightship.

"We heard the sound of firing some time before the submarine dove in sight," Gray said to-day, "but we had no idea what it meant. It was only when we saw another submarine was operating in our vicinity it was too late to escape. When we came on to the scene of action the undersea boat was engaged with the Knudsen was heard to say to the passengers and crew of the Stephano were disembarking the U-boat ran alongside the Knudsen and ordered us to steam over her to the Stephano."

"While the submarine was alongside the Knudsen waiting for the captain to take his papers aboard one of the United States destroyers came into view. Almost immediately the submarine submerged and remained under water until the destroyer came near enough to be recognized as a United States vessel, when she immediately came to the surface and continued her work."

"We were told to pack up our belongings and leave the ship, which she did. We had the time we had discovered that the submarine was disposing of the other vessel. We had rowed some distance away before the submarine fired on the Knudsen. She fired at least 150 shots and these not having desired effect she cut loose a torpedo which struck the vessel amidships and she soon went down."

220 Persons, Including 33 Women and 10 Children, Taken Off Torpedoed Ships. Newport, R. I., Oct. 9.—Rear Admiral Albert Kingston, commander of the destroyer Flotilla, announced today that he had obtained the names of approximately 220 persons, including 33 women and 10 children, rescued from five of the six steamers known to have been torpedoed yesterday by a German submarine. This list did not take into account the crew of the sunken vessel, the name of which was still missing at 10 o'clock to-day.

MONAGHAN PUTS TO SEA. New York, Oct. 9.—The United States destroyer Monaghan departed Sunday morning for the Brooklyn navy yard this morning and put to sea. At the navy yard it was said her mission could not be divulged. The Monaghan after clearing the harbor turned east in the direction of Nantucket.

"Beans Is Beans"

—and the cost is soaring skyward with pork, beef, eggs and other foods until the cost of living represents an increase of from 30 to 50 per cent. While meats and vegetables are beyond the reach of many millions of families, Shredded Wheat Biscuit continues to sell at the same old price and retains the same high nutritive quality. Shredded wheat biscuit contains all the rich body-building nutriment in the whole wheat grain, including the bran coat, which is so useful in keeping the bowels healthy and active. Eat it for any meal with milk or cream or in combination with fruits. Made at Niagara Falls, N. Y.

"German Government Will Be Held to Complete Fulfillment of Promises"

Long Branch, N. J., Oct. 9.—President Wilson announced to-day, as a result of the German submarine attacks on vessels off the American coast, that "the German government will be held to the complete fulfillment of its promises to the government of the United States." He added that he had no right now to question Germany's willingness to fulfill the promises.

Just before Count von Bernstorff, the German ambassador, called on the President at Shadow Lawn this afternoon Mr. Wilson issued the following statement: "The government will, of course, first inform itself as to all the facts that there may be no doubt or mistake as far as they are concerned. The country may rest assured that the German government will be held to the complete fulfillment of its promises to the government of the United States. I have no right now to question its willingness to fulfill them."

Daniels Finds All Rules Have Been Complied With

Asbury Park, N. J., Oct. 9.—Secretary Daniels, in a preliminary report to President Wilson to-day, said that advice so far received indicated that all the rules of international warfare had been complied with by the German submarines operating off the New England coast. The Secretary said that while complete reports from the American warships in the neighborhood of the coast destroyers were not yet in, those received tended to show that all vessels had been warned and that there had been no violation of the conditions imposed on the German submarines by President Wilson's last note to Germany.

CHICAGO WHEAT BREAKS

Chicago, Ill., Oct. 9.—Activity of German submarines resulted to-day in a downward crash of wheat values. The break right at the start amounted to 4 1/2 cents a bushel in some cases. December falling to \$1.55 as compared with 15 1/2 at Saturday's finish.

Prices of corn, oats and provisions also fell, but not to so radical a degree as in the case of wheat. Greatly increased difficulty in making exports was the generally accepted reason for the declines.

THREE U-BOATS REPORTED

Newport, R. I., Oct. 9.—It was reported without confirmation early today that three submarines were operating off the coast and that a lot of line vessels had been sunk by them. A launch returning from a visit to the destroyers brings the report that an officer of the destroyer Ericsson said nine ships had been sunk and that at least three German submarines were operating off shore.

SIGHT FRENCH CRUISER

New York, Oct. 9.—A French cruiser believed to be the Congo was off the New Jersey coast hurrying northward last night according to officers of the Danish steamship Olaf, which arrived here to-day from British Honduras. This German submarine was the Olaf, the officers said, warning her that German submarines were operating off the American coast.

SEES SUPPLY SHIP

Newport, R. I., Oct. 9.—One of the destroyer Balch's crew said that he saw a German supply ship attending the submarine. The American destroyers destroyed the ship and some of the vessels. In one instance the American boats were so thick on the scene that the German submarine commander asked the destroyers Benjamin and McDougall to make way for him to blow up his prey.

THREE BRITISH CRUISERS ON

Nantucket, Mass., Oct. 9.—Three British cruisers arrived off Nantucket Island at 2.40 o'clock this morning. Radio messages in code were constantly exchanged by the vessels. Other messages in plain code allied naval forces were expected in the same waters soon.

MARINE INSURANCE JUMPS. New York, Oct. 9.—Marine insurance rates from America to English ports to-day jumped one to five per cent. in consequence of the German submarine operations. Rates to Havre and Bordeaux increased from 3/4 and 3/4 of 1 per cent to five per cent.

COTTON FROM 8 TO 32. New York, Oct. 9.—A wave of selling hit the cotton market at the opening to-day causing a break of from 8 to 32 points from Saturday's close. Fear of difficulties in making cotton exports due to the presence of German submarines was responsible.

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