

16 GOLD TONS IN TENNESSEE'S CHEST, SAIL HO!

Cruiser Starts To-day on Relief Voyage with Aid for Americans.

DIPLOMATS ON SHIP FACE RISKS OF WAR

Delay in Putting \$8,500,000 Aboard Due to Bankers' Fears.

INSURANCE RATE HIGH

Danger on Seas from Foreign Craft—Warship to Coal in Neutral Port.

Sixteen tons of gold doubloons! Early this morning the United States steamship Tennessee, armored cruiser, will poke her nose seaward and start on her voyage to fighting Europe.

The Tennessee was to have sailed at 10 o'clock last night. The delay was assumed at the navy yard to be due to the desire of the Navy Department to have her wait for the North Carolina, which is to meet her off Cape Cod and accompany her across the ocean.

The North Carolina last night was loading provisions in Boston, and was expected to sail early this morning.

Sixteen tons of minted gold!

That is the cargo she carries. She has other cargo besides, such as the Assistant Secretary of War, an ambassador, consul generals, just plain consuls, other members of the diplomatic corps, army and navy officers sent over by the government to observe the Kaiser in his attempt to superintend the peace of Europe, and superintend the peace of Europe, and superintend the peace of Europe.

Each and every one of them bearing the stamp of the United States government, perfectly at home anywhere in the world, and likewise perfectly good. Don't know how many dollars there are in sixteen tons of gold? Listen. There are more than 8,500,000. That's how many. That's the value of gold as bought by the United States.

Golden Cargo in Kegs.

They were carried on board mainly in kegs, each keg counting \$50,000. No, not one of them was carelessly slipped overboard when they were hoisted from the deck of a revenue cutter to the deck of the Tennessee, where Commander Jessup, executive officer, all dressed up in a sword and to receive them, and stood there to receive them, and stood there to receive them.

Back of Commander Jessup and moving picture men, stood a small group of men with serious faces. They were there as representatives of the New York banks which were shipping the greater part of the treasure for the relief of stranded Americans abroad.

It was dead serious business for them, and it is dead serious work and dangerous work for every officer and man on the cruiser. On every side the enormous responsibility resting upon Captain Decker was pointed out.

Nothing would be easier than for the Tennessee to be mistaken for a "hostile" cruiser and become the recipient of several broadsides before the mistake was discovered. All warships are painted in the same somber gray, and all look pretty much alike—especially in the nighttime. War is an exciting time. Each warship works on the theory that it pays to put over the first punch. Captain Decker, his officers and men all know this. There is real danger for every man aboard the Tennessee.

Danger of War for All.

Officers and men are not the only ones who understand this. The New York bankers consider they are taking a big risk in sending gold over. There was a last solemn conference among them yesterday morning on the subject. The time for sending the gold from its repository to the warship came and passed. An hour and another slipped by and still no move was made to effect the transfer. The curious crowd which had gathered in large numbers to see the gold pass through the streets wanted to know the reason for the delay. Here it is.

At this final conference several bankers plainly stated that their gold should not be shipped outside the country unless it was covered by marine insurance. The protection of American warship and flag was not sufficient.

This view had the sympathy of all the rest and it was voted that insurance must be had. It took over three hours to arrange to insure the gold. Details of the arrangement and the rate charged were strictly withheld from the public, but it is understood that the rate was high, high even for the risk.

This arranged, a truck driven up before the Sub-Treasury building. It was loaded with \$2,500,000 in gold and taken to the foot of Wall street where it was transferred to a revenue cutter waiting. Then the truck was driven back to the Bankers Trust Company, Wall street, and Nassau street, and loaded with \$3,000,000 in gold. This quantity was also transferred to the revenue cutter.

Police Guard Money.

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When the revenue cutter lay along-

side the Tennessee there was already over \$3,000,000 in gold on her. There was the \$2,500,000 appropriated by Congress, \$200,000 for the use of the ship and a steadily increasing amount which friends and relatives of stranded tourists sent to the Tennessee all during the day, with the request that Captain Decker leave it with the nearest American consul.

It was not until late afternoon that Mr. Breckinridge and Ambassador "Joe" Willard, with a party of some twenty diplomats and officers, arrived from Washington. They were met by Captain Gleaves, commandant of the navy yard, and other naval officers and put on board a government tug attached to the Tennessee, then lying off Tompkinsville.

There was much wild surmise and speculation concerning the Tennessee's coal supply, which amounts to only 1,600 tons, in yesterday's papers. The facts are these: The cruiser has ample sufficient coal to carry her to her first port. Arrangements have been made with the English government for her to coal in any British port she may wish to visit, and to avoid any semblance of international complications Captain Decker may prefer to coal her in a neutral port—say a Spanish or Italian one.

There will be no difficulty in getting all the coal she wants and when she wants it. No collier will be sent after her with coal. She takes no larger coal supply, because the Navy Department did not wish to delay her sailing.



\$3,000,000 IN BULLION ON LIGHTER'S DECK.

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LOADING GOLD ON THE CRUISER TENNESSEE.

SWISS CALL UPON RESERVISTS HERE

Little Republic Will Mobilize 247,000 Men to Defend Neutrality.

MORGAN GOLD TO RESCUE

American Bankers to Aid Refugees Through Paris House.

OBSERVERS OF WAR TO GO FROM HERE

Officers Now in Europe Believed to Be Too Inexperienced.

Washington, Aug. 6.—The Army College has under consideration about fifty officers, from whom will be selected in all probability those who will act as observers with the European armies during the war. Some question has arisen as to the practicability of sending officers abroad for this purpose. There are thirty-five or forty officers now in Europe attending the various foreign service schools, or acting as military attaches. The suggestion has been made that those now abroad be designated as observers, but inasmuch as most of them are junior officers with little rank and practically no experience to qualify them for the work of observers, it is urged that there be designated officers who would be of more value as observers.

Another phase of the situation relates to the possibility that these observers will not be received with cordiality. There are indications that none of the European armies desire to have foreign officers of neutral governments witnessing their operations. The policy of the Europeans in this particular must be ascertained before the American officers may be designated for this duty.

The experience of observers with the Russian and Japanese armies was that little opportunity was afforded for observation. The visiting officers were well cared for, but never reached the fighting line, and it is feared that on this occasion the same policy may be followed. At the same time it is desired that every opportunity be taken to gain information, for it is realized that under the most adverse and even discouraging conditions the information obtained by the competent officers on the ground may be of much practical value.

There are many questions of vital interest to the military experts, especially those having to do with transportation of supplies, the mobilization of troops, the care of the wounded, the subsistence of the armies, the routine work of an army in the field in the presence of an enemy.

Enthusiasm was shown at the French Consulate over the ability of the dual monarchy to get away from the war. The Sant Anna will sail with a thousand more Saturday, while the Rochambeau will take more next Wednesday. A Belgian Consulate also announced that five hundred Belgian reservists would leave for Antwerp Saturday on the Vaderland, while more from the West would sail next week.

The American Red Cross sent an appeal to the president of the Chamber of Commerce for funds to send nurses and doctors to each of the nations at war.

Believing that the German cause is not getting a square deal in this country, members of the New York Turn Verein have called a German-American mass meeting for Saturday night to overcome what is regarded as prejudice. The meeting will be held in the Fulton hall, 56th and Lexington av.

Regular services of intercession for the nations at war were begun at noon yesterday in All Saints' Chapel of Trinity Church and in St. Paul's Chapel, at Fulton st. and Broadway. The Rev. Dr. Manning, rector of Trinity, and his vicar, the Rev. Dr. Mockridge, led in the services, which will be held daily in both places.

MAURETANIA SAFE, REACHES HALIFAX

Continued from page 1

4:55 p. m. on August 1 amid the utmost excitement. Many would-be passengers were left behind on the pier. From the moment the liner left British shores the officers were on the alert, and Halifax was held in mind as an alternative port if contingencies demanded.

In the midst of thick fog, while off Sable Island, a wireless message from the Essex conveyed urgent warning to make under full speed for Halifax. At that time the Cunarder was 380 miles from New York and 140 from this port.

Lurking somewhere in the darkness and fog was a German cruiser, but watching guard over the lanes of travel along which commerce was speeding were British warships, warning the liners by wireless where danger lay.

Full steam was kept up during the whole voyage, as shown by the Mauretania's daily runs from noon to noon of each day. To noon Sunday she ran 885 miles; Monday, 810; Tuesday, 692; Wednesday, 580, and then sped the 315 miles to Halifax, a total of 2,882 miles. This distance was much lengthened by the vessel having first taken the New York route, and having to change her course to direct north when advised by the Essex that danger lay to the southward. The actual time to Halifax was four days and ten hours, which could have been reduced six hours but for the time lost on the indirect route. Besides this, six hours was lost in steaming, owing to fog and dodging ships and cruisers, thereby bringing down to three days and twenty hours the time in which the Mauretania could have covered the distance from Liverpool to Halifax. Had she continued to New York under forced speed she would have arrived there until after midnight Thursday.

Made Remarkable Run.

Under pressure the Mauretania made the main voyage run of 27½ knots during the early hours of this morning. Her average speed was 26.06 knots.

When the purpose of the change of course was learned there was great excitement among the passengers. In the first class cabin there were 500 travellers, many of them prominent in the business and professional and church life of this continent. They included P. A. S. Franklin, of the International Mercantile Marine Company, and Mrs. Franklin; Bishop Frederick Courtney, of New York, formerly of getting on them with respect; Vice Admiral Cochrane, R. N.; Mr. and Mrs. John W. Davis, Congressman George W. Loft, the Rev. James H. O'Neil, Dr. J. B. Murphy, a noted surgeon, of Chicago; William E. Carey, former president of the United States Steel Corporation, and David H. Montgomery, and Mr. and Mrs. E. H. Sothern.

Twenty-three of the passengers will be held in Halifax as prisoners of war and handed over to the proper authorities. Those passengers are of all classes.

Believed Under Fire.

There was a sensational report going the rounds of the ship that late last night a flash of light was seen over the stern of the cruiser, followed by the report of a gun, and it was believed by many that they had approached close to some ship which had fired on the liner. None of the officers could substantiate this, as they were on the bridge, but several of them believed it to be true.

After the vessel's arrival here, and before it was definitely decided that the passengers were to be landed in Halifax, there was considerable agitation aboard the liner. The purser's office was continually besieged by passengers for information, and it was several hours before anything definite could be given out, as both New York and Ottawa had to be advised of the ship's arrival, and instruction sought both from the company and the Canadian government as to the disposal of the passengers. Boats were continually passing back and forth between the shore and the ship bearing official messages and letters and telegrams for the passengers.

The representatives of the immigration department boarded the ship immediately she let her anchor in the harbor opposite the city slip, and re-

mained aboard until instructions were received from Ottawa late in the afternoon. About 5 o'clock a tugboat put out from the ship's side, bearing to the shore the officials of the government.

U. S. PREPARED FOR LOSS IN CUSTOMS

Washington, Aug. 6.—The effect of a protracted European war on the customs revenues of this country is a matter of concern to administration circles interested in the success of the new tariff law.

While plans have not reached a formative state, there is apprehension that it will be necessary to raise revenue by extraordinary means, probably a special internal revenue tax, if the European war should greatly reduce the exports to the United States.

Mr. Underwood, author of the tariff law, admitted to-day that the question of revenue was one to which attention must be paid in the event of a long war, although he asserted there was no need for emergency measures at present.

"Necessarily our European imports will be considerably reduced while the war continues," said Mr. Underwood, "but we have not considered the question as one of pressing importance at this time. Several months will elapse before the effect upon our revenues becomes appreciable to the extent that we will have to look around for other means of bringing in revenue. I have not considered the question except in an incidental way."

"We have an accumulated surplus in the Treasury of about \$145,000,000, so there is no immediate necessity of emergency legislation. I am unable to say now what steps will be taken if the war proves to be a protracted struggle."

Mr. Underwood said that the accumulated Treasury surplus, while not representing the difference between current receipts and disbursements, constituted an available fund which has grown year by year and would tide the United States over a considerable period of decreasing customs receipts.

The majority leader said he had no figures as yet covering the prospective decrease in customs duties, although he expects heavy reductions while the war is at its height and shipping is restricted.

THE VATERLAND TO HUG PIER HERE

Kaiser's Agent Dispatches Not to Risk Big Ship in Sea Dash.

U. S. ACTS CAUSE CHANGE IN PLANS

Coal Taken Off Liner, It Is Said, as Florida Guards Ocean Gateway.

The German steamship Vaterland, now the property of the Kaiser's government and the largest, fastest and most powerful ship afloat, will make no effort to leave this port. This decision was reached at a conference between German officials and officers of the reserve forces, held in an office in one of the large buildings on lower Broadway Wednesday afternoon and evening.

The conference was hurriedly called after German officials learned that President Wilson and Secretary Daniels had taken active measures to prevent any violation of the neutrality laws by ordering the first class battleship Florida to Tompkinsville, and later to Sandy Hook, and passing new clearance regulations for this port. The Vaterland was one of the first ships to receive this notification.

It is assumed that agents of the German government had decided to risk the confiscation of the ship by this government, as well as capture outside the three-mile limit, to get her out, for it is a fact that immediately after she was visited by a navy launch, orders were issued to get up steam and stokers and firemen put to work.

This was noted and promptly reported to the navy yard, and following this report several launches, with sailors and marines, left the yard basin hastily.

Sudden Change of Plans.

What caused the German agents to change their plans cannot be stated, but the fact is that, following the departure of these launches, the order to get up steam and under no circumstances to permit her to sail until she had satisfied herself that she had no contraband on board.

The situation also changed materially during the last twenty-four hours in regard to converting the big steamer into a cruiser. The original plans were for her to be met outside the three-mile limit by German cruisers, which would equip her with rapid fire and machine guns.

Additional orders were sent from Washington yesterday to the commanding officer of the Florida, cautioning him again to keep a sharp lookout for the Vaterland, and under no circumstances to permit her to sail until she had satisfied herself that she had no contraband on board.

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