WEATHER
FAIR SUNDAY; SLIGHTLY WARMER, MONDAY, FAIR AND COOLER, MODERATE SOUTH WINDS, SHIFTING TO NORTHWEST WINDS.
Full Report on Page 2.

New York Tribune

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Armed U-Boat Dashes Into Newport; Leaves Letter to Envoy, Sails Away

RED SOX WIN BY 6 TO 5 IN FIRST GAME

Brooklyn Yields After Thrilling Rally Made in the Ninth.

ROBINS' PLUCK AWES BIG CROWD

Shore Bests Rube Marquard in Initial Struggle for World's Title.

By GRANTLAND RICE.

Boston, Oct. 7.—Two terrific detonations that rattled the stands and lifted 38,000 non-combatants from their seats featured the opening battle at Braves Field this afternoon and furnished the main punch to the great whaling drama, "There She Blows!"

The first deafening crash came in the seventh inning, when the good ship Brooklyn blew into countless fragments, leaving the debris four feet deep. This detonation yielded three runs to the Boston Red Sox on one clean hit, drove Marquard from the conflict through no fault of his own and left Brooklyn anchored in a Dutch port.

The second explosion came in the ninth, when Boston, leading 6 to 1, blew up with an even louder crash in a heroic effort to kick the game back Brooklyn's way. As it was the Red Sox triumphed, 6 runs to 5, when Everett Scott raced over back of Larry Gardner for Jake Daubert's rap and nailed his man at first for the final out just as Ivan Olson was depositing the tying run at home plate, with two of his mates turning second and third, respectively.

As the last out was recorded the big Boston gathering began to file out of the stadium in a daze. You might even say that a "boding hush" fell upon the multitude—a hush bereft of the raucous cheering that usually accompanies a victorious start.

A Real Thriller!

No wonder! For eight innings the home team had played Brooklyn off the sun-baked field, placing Ernie Shore in possession of a 6—1 lead. And then, just as the one-sided combat looked to be all over, ten Brooklyn batsmen in succession faced Shore and Mays.

With four runs over, Brooklyn still had the bases full and Jake Daubert at bat. From a lop-sided scramble the game had suddenly turned upside down. Only one base hit stood between Boston and defeat. In place of looking upon comedy, Boston spectators were gazing upon tragedy in its most virulent form.

With Olson on third, Merkle on second and Myers on first, Daubert came up with two out and the count standing 6 to 5. Here was the chance for this first game to develop its hero.

Jake had fanned the balmy Boston air on his first two trips up and had done little more upon his two following attempts. Here was the chance at last to even up the day's count and displace with the olive wreath the crown of thorns upon his brow.

One safe blow meant two runs to a certainty, and for a half-breath it looked as if Daubert had made good. He laced a sharp grounder just beyond Larry Gardner's quivering reach; but Everett Scott, rushing over, flagged the drive back on the grass and bagged his man by a stride.

Hence These Tears!

So Brooklyn went down to defeat in a ball game that she lost through eight innings and came near winning back in one.

For one reason or other there was a decided lack of the usual frenzy and pomp that accompany a world series affair. The day, with its cloudless sky and balmy air, was 100 per cent pure. The crowd was up to the expected mark, bordering upon 40,000 souls. The lull had come through the expected absence of any keen competition; or it may have come through Boston's easy margin the greater part of the way.

For it was not until the final round that any climax came—and this climax was not the sort to produce any abiding elation in the harassed breast of the home town fan. The color scheme was entirely too sombre here to bring on any joy.

Another depressing effect was the general character of the run making. Out of eleven tallies only three were earned, with the others turned in as gifts, either by erratic support or by wild and woolly pitching in the pinches.

A Cheer for Shore.

There came the usual outbreak of applause when Carrigan nominated the tall and stately Ernest Shore to hold Brooklyn at bay. And then, like two ghosts out of a world series past, Rube Marquard and Chief Meyers went back once more to the Red Sox charge.

The tall Rube started work at top speed, and for two innings worked his way nicely out of holes that looked as deep and dark as the mouth of a railroad tunnel. Then two long blows by

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Death Mixes Babies, To Grief of One, Joy of Other Mother

Wrong Child Handed to Smiling Parent at Hospital—Loss Told as Black-Gowned Woman Rejoices Over Infant She Believed Buried.

Michael Napis, who lives at 4 Vineyard Avenue, Yonkers, went to work yesterday humming a Russian melody, for a card which the priest had translated for him had lifted the shadow that had hung over his home for weeks. It said his little girl, eighteen months old, whom a white jacketed man had taken away in an ambulance despite his wife's protests, had recovered from infantile paralysis.

In obedience to the summons Mrs. Napis was to call at the Yonkers City Hospital for Contagious Diseases, and when Michael returned there would be one more smile to welcome him.

Joy Turns to Grief.

Clutching the talismanic card, Mrs. Napis took her seat on the edge of a bench in the office of the hospital. When her turn came she thrust the bit of pasteboard at the trim, efficient looking woman who questioned her.

A few more tense minutes, and the nurse returned, carrying a baby. Smiling at the rapture in the mother's face, she laid the child in her arms, drawing down the blanket a trifle.

Mrs. Napis, turning to hide her emotion from the people who had kept her baby so long, bent her head over the nestling burden. Then she wheeled suddenly, suspicion glowing in her features. Torrential Slavic sentences burst from her lips. She thrust the baby back into the arms of the nurse and collapsed on the bench, weeping.

An interpreter was called. He explained that Mrs. Nepis said the child was not hers; that she wanted her own.

There was a considerable delay. Mrs. Nepis sat silent on the edge of the bench, rocking back and forth. Another woman entered. She wore black, and it was plain to see that she, too, was a Russian. Mrs. Nepis paid no heed.

With dulled eyes she saw the child that she had refused placed in the arms of the woman in black. She saw the grief-stricken face go blank for a moment and then kindle with joy. But the joys and sorrows of others were nothing to Mrs. Nepis; she waited for her baby.

Baby She Seeks Is Dead.

Then the interpreter was called again. Sitting beside Mrs. Nepis, he told her that her little girl was dead. It had succumbed two weeks ago, and through some error had been sent in a sealed coffin to the home of Mrs. John Valkoff, at 6 Madison Avenue, whose daughter, Rose, eighteen months old, was also in the poliomyelitis ward.

"It was a mistake," the interpreter repeated. "Your child died and they thought it was Rose Valkoff."

Mrs. Nepis arose slowly, and, without a glance at the happy woman in black, the smiling baby or the efficient-looking nurse, she walked from the room. She muttered something as she walked.

"What does she say?" asked the efficient-looking nurse, who feared the shock might have unbalanced the woman.

"She says, 'What shall I tell Michael?'" replied the interpreter. "But I think she means no harm."

FAN DEFENDS ROBINS; DIES AFTER A BLOW

Assailant Who Struck Loyal Brooklynite Escapes.

William Sickles, a letter carrier, of 1839 St. John's Place, Brooklyn, was a loyal Dodger fan.

In a saloon at 1356 St. John's Place last night, when a young man intimated that it might not have been ill luck which resulted in the Brooklyns' reverse at Boston, Sickles took issue. The stranger struck the letter carrier in the jaw. Sickles went down, striking his head on the tile floor. When an ambulance from St. Mary's Hospital arrived he was dead. The assailant fled.

TRUCK HITS TROLLEY CAR; EIGHT INJURED

Chauffeur Gets Blame for Accident Near Fifth Ave.

Eight persons were injured last night when a heavy automobile truck of the Empire Carting Company, driven by Thomas Ferrone, of 765 Tenth Avenue, crashed head-on with a westbound Eighty-sixth Street crosstown car near Fifth Avenue. Ferrone turned to the left on to the tracks in attempting to pass another automobile, driven by Fred Richards, of 598 East 143d Street, The Bronx.

The front of the streetcar was smashed in and a number of the passengers as well as Richards were cut by flying glass. Ferrone was treated at the Flower Hospital for shock and later was taken home, where a summons was served on him for violation of the traffic law.

SWEDEN CUTS OFF ALL EXPORTS TO BRITAIN

England's Demand for Guarantee Fouls War Trade Act.

Stockholm, Oct. 7.—The stipulation by the British authorities requiring the signing of a certificate to the effect that no enemy interest is involved in the case of goods exported to Great Britain has caused, temporarily, a complete stoppage of Swedish exports to that country.

Under the war trade act Swedish shippers cannot give a guarantee to a foreign power.

Five steamers are now held at Gothenburg, but diplomatic negotiations are in progress, and it is expected that some arrangement satisfactory to both countries will be reached soon.

DOG SCARES OFF THIEF IN NEW ROCHELLE HOME

Jewelry and Money Taken from William H. Lynn's House.

A burglar entered the home of William H. Lynn, 184 Centre Avenue, New Rochelle, last night at supper time.

He had time only to visit the rooms of Mrs. Lynn and one of her daughters, where he got about $5 and jewelry valued at $200. He was frightened away by a pet dog.

ROYAL BLUE LINE PERSONALLY CONDUCTED TOUR TO GETTYSBURG AND WASHINGTON, Oct. 14, all expenses, $25. Details at 373, 1246, 1256, 1304, 1440 Bdwy, 7 Cortlandt, 4 W. 125 st., N. Y. 4, 26 Court, Brklyn.—Adv.

BORDEN'S BRINGS 200 COWS HERE

Experiment Being Made to Cut Cost of Milk Production.

Poughkeepsie, N. Y., Oct. 7.—Two hundred cows will be sent to New York City this week for experimentation on the cost of milk production under new methods, H. N. Hallock, vice-president of the Borden's Condensed Milk Company, announced here to-night. It is expected that the cows will be stabled at the company's station in Flushing, L. I.

"Perhaps our experiments will show that the farmer's method of producing milk is uneconomic," Mr. Hallock said. "We have heard much in the last week about the hardships of the milk producers. Certain investigations carried on by Borden's indicate that turning cows out to pasturage may not be the best way to make high grade milk.

Silo Feeds for Cows.

"In our New York experiments we propose to feed the cows from silos. They will not get any pasturage. If we find that milk can be produced economically by bringing cows to the city, this information will be of value in working out the great problem of the milk industry. By transporting the cows to the city the cost of hauling milk many miles in refrigerator cars would be eliminated.

"All our ideas on this matter are in the experimental stage. We do not expect that the milk produced from 200 cows will have any effect on the present shortage due to the dispute between large distributers and the Dairymen's League."

There is no objection from the point of view of public health to bringing cows within the city limits, Commissioner Haven Emerson of the Health Department said last night, as long as the owners comply with the regulations of the department.

"There are more than 10,000 cows within the city limits of New York now," he said. "Some of them are on dairy farms. We demand that the cows be subjected to the tuberculin test, that they be stabled in barns erected under our direction, and that the milk produced conform to the standards of the Health Department.

Health Chief Approves.

"I see no reason why the Borden Company cannot carry on its experiment with cows at Flushing. It seems to me to be an idea of great possibilities."

Ithaca, N. Y., Oct. 7.—Agricultural experts of Cornell University were skeptical to-night when informed of the experiments to be tried by the Borden Company to eliminate farm pasturage from milk production methods. Professor H. S. Wing, head of the animal husbandry department, said he did not think the experiments would get very far.

Professor Wing and Professor W. A. Stocking, head of the dairy department, said that the silo has proved to be suc-

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SOMME DRIVE WINS LE SARS, NEARS SAILLY

Anglo-French Forces Advance Over Half a Mile.

SEIZE HEIGHTS RULING BAPAUME

Foch Takes Road to Peronne—Ten-Mile Line Moves Forward.

London, Oct. 7.—The Allies renewed their great offensive in Picardy to-day In a perfectly coördinated attack the British and French troops swept forward along a front of ten miles from the Albert-Bapaume road to the region south of Bouchavesnes.

Haig's troops carried the village of Le Sars, less than four miles southwest of Bapaume, on the highway from Albert, and advanced their lines from 600 to 1,000 yards between Gueudecourt and Lesbœufs. The French swung forward two-thirds of a mile northeast of Morval, seized the whole of the Bethune road to within 200 yards of Sailly and brought their line to the western fringes of the St. Pierre Vaast Wood. Thus along the two-mile front south of Sailly the French advanced at least half a mile at every point.

Hold Key to Bapaume.

These gains represent extremely important steps in the Allied movement against Bapaume and Péronne, directed along the two roads running into the former stronghold from the southwest and the southwest. By the seizure of le Sars and ground on both sides of it the British have removed the last obstacle to a quick drive on Bapaume along the Albert road. That position is now within range of the heavy British guns.

The French advance has brought them in position to strike the vital blow at Mont St. Quentin and Péronne, and to sweep the Bethune road as far north as Transloy. The wedge Foch's troops have been driving between Bapaume and Péronne has been extended until its tip now protrudes into the enemy's front directly north of Mont St. Quentin, the key to Péronne. A salient has been created in the German lines south of Transloy which will compel their retirement from that sector.

Crowning the western slopes of the Sailly-Saillisel ridge, the French line now dominates the region on all sides. With the fall of Sailly—which cannot hold out many hours longer—the French will come into possession of the stretch of the Bethune road south of Transloy, thus bringing their lines on a level with those of the British at Guedecourt.

The Allied line from le Sars to the Bethune road represents the base of the triangle at whose tip lies Bapaume. The French are moving along the eastern side of this triangle, and the British along the western side. Thus, with every fresh success, the base of the triangle is narrowed and the force of the Allied blows against Bapaume increased.

Despite the bad weather, the Allied aeroplanes coöperated with the land forces in the battle, largely directing the fire of the artillery and reporting enemy troop movements almost as soon as they got under way. With slightly better conditions than those under which this afternoon's operation was conducted, it is expected the Allies will smash forward for even greater gains than have yet been made in the offensive.

North of the Ancre the artillery fire of the British has grown in intensity in the last few days, presaging the extension of the offensive to the western end of the Somme line. Raids on other parts of the front continue. The Allies apparently are "nibbling" to disclose any vulnerable spots in the enemy's line.

Official Statements of West Front Fighting

London, Oct. 7.—The official statement from British Headquarters to-night says:

This afternoon, in co-operation with the French on our right, our troops attacked from the Albert-Bapaume road to Lesboeufs. Between Gueudecourt and Lesboeufs our line advanced from 600 to 1,000 yards. We captured the village of Le Sars and made progress to the east and west of it.

Reports of the number of prisoners taken have not yet been received. The work of the infantry, as usual, was greatly assisted by our aircraft.

In spite of the bad weather during the last five days, our aeroplanes have done valuable work and have dropped a large number of bombs on the enemy

An earlier statement said:

Last night a hostile bombing attack

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U-53'S VISIT CAUSES A STIR IN CAPITAL

Bernstorff Surprised—Spring-Rice Calls on Polk.

OFFICERS DOUBT WARFARE HERE

Navy Men Point Out Difficulty of Coast Patrol.

[From the Tribune Bureau.]

Washington, Oct. 7.—Washington gasped when news came of the arrival of the U-53 at Newport to-day and had not recovered its breath before the submarine departed. The interval, however, was full of action.

Sir Cecil Spring-Rice rushed to the State Department and held a hurried conference with Acting Secretary Polk.

The German Ambassador, Count von Bernstorff, got word about the same time and prepared to send a delegation from the embassy to greet the U-boat's commander and give him a sack of important dispatches for the Foreign Office that had been held ready for the long awaited commercial submarine Bremen.

State, Navy and Treasury officials conferred hastily on measures for protecting the neutrality of the United States.

All this went for nothing. Word came that the submarine had left, and officials sighed their relief.

Bernstorff Seems Surprised.

Count von Bernstorff was apparently as much surprised as anybody. He had no warning that any war submarine was on the way, he said, and he could hazard no guess as to the contents of the letter which the commander is said to have brought for him.

While the flying visit of the submarine was the main topic of discussion among navy officers to-night, it was her probable mission on the American coast which interested them rather than her mechanical features or how her trip from Germany might affect naval warfare in general.

Doubt Activity Here.

The distance covered by the submarine from Wilhelmshaven is well within the cruising radius of much smaller vessels than the U-53, including some of the older craft of the American navy. However, it is believed that even the big U-boats, which journeyed from the North Sea to the Mediterranean and back long ago, could not carry enough fuel oil for a round trip across the Atlantic, as well as for cruising duty on this side. For this reason, many officers appeared to believe that the purpose of the trip of the U-53 might have been more to give a demonstration of the possibilities of submarine warfare than actually to lie in wait for British or Canadian vessels plying across the Atlantic.

The merchant submarine Deutschland crossed the Atlantic and returned, but it is realized that the appearance of an armed naval underwater boat will create a much more profound impression, particularly on the public mind in this country.

Cruisers' Needs Large.

It was expected that the visit would revive immediately rumors of a German submarine base on the North Atlantic coast and of secret radio stations maintained along the American coast line by German interests. For a submarine patrol off American or Canadian ports provision would have to be made to supply fuel, torpedoes and food supplies. The average submarine carries not more than ten or twelve torpedoes, and, since the chances are that several of these would be fired for every hit recorded, it would seem necessary that a reserve supply be kept close at hand.

A majority of the officers around the Navy Department to-night seemed to think it likely that the U-53 had been sent over either as a convoy for a slower merchant submarine, or with the idea of threatening Canadian transports and ammunition ships sailing from American ports.

British Made Trip First.

The first transatlantic submarine boat journey was made by British fighting craft similar to the American Navy's H-type boats, ten of which were constructed in Canada by an American firm. One of the tent went from the Canadian coast to Gibraltar without stopping her engines, and all of the ten arrived at their European destinations without accident. It is understood, however, that these boats were accompanied by surface craft carrying extra supplies and fuel. This makes the feat of the Deutschland, which made her round trip from Bremen to Baltimore without a tender and despite the presence of hostile cruisers on the seas, the first really spectacular cruise of the kind.

Navy constructors, however, have never doubted the ability of Germany's big war submarines to make the trip, since they have greater speed, greater fuel capacity and less dead weight to carry than had the Deutschland, which brought more than 700 tons of general cargo.

PEACE PLEA FAVORS NO PARTY, SAYS POPE

Rome, Oct. 7.—Pope Benedict, in a letter to Cardinal von Hartmann, Archbishop of Cologne, and other German archbishops, laments that his invitation in behalf of peace has given rise to suspicion on one side and open offence on the other, as though, instead of being dictated by an ardent desire to settle the quarrel justly and rightly, it had been dictated by the hope of securing advantage to himself.

The Pontiff adds that perturbation of spirit has prevented normal judgment and the recognition of the truth, so that what to many is self-evident becomes obscure—namely, that "the Pontiff, the Vicar of the King of Peace and the Father of all Christians, in consequence of his high ministry, may admonish, persuade and exhort in behalf of peace—peace, not in favor of one party, but for all humanity."

The letter closes with a prayer that peace may soon return.

SABIN REPEATS PEACE STORY

Denies Naming Gerard as Bearer of Kaiser's Message.

Charles H. Sabin, president of the Guaranty Trust Company, was revealed yesterday as the man who set afoot the report that Ambassador Gerard is bringing peace proposals here from Germany.

After a long cross-examination by reporters on the Southampton golf links yesterday, Mr. Sabin repeated his assertion that peace proposals were on the way from Germany. He insisted that the Administration knew of these proposals, denied he mentioned Ambassador Gerard as the bearer and refused any details.

It became known that Mr. Sabin, who had been on his vacation, came to town Friday for the main purpose of giving out the news, and that before summoning newspaper men he had a half-hour conference at the offices of J. P. Morgan & Co.

Three New York reporters found the banker on the links of the National Golf Club of America, at Southampton, Long Island.

They encountered Mr. Sabin about 5:30 o'clock in the afternoon, as he was playing the seventeenth hole. He was participating in a foursome with two women and another man, and taking such a keen interest in his game that the reporters came up apparently unnoticed.

"Mr. Sabin," said one, "your name has been given out publicly as the banker who on Friday called newspaper men into his office and told them Ambassador Gerard is on his way from Berlin with peace proposals from the Kaiser."

Makes Absolute Denial.

The banker stiffened. His eyes opened wide in astonishment. It was almost a moment before he spoke, and then he said:

"I deny that—absolutely."

He walked away a few paces, then halted and turned around.

"Don't you see I'm playing golf?" he demanded, but without asperity. "I don't know anything about it. That's all there is to it. I won't say anything about it."

"Would you care to hear the purport of the statement which connects your name with the peace report?" asked another of the newspaper men.

The banker did not reply.

"This comes from the Boston News Bureau," pursued the reporter, producing a paper. It says: 'Financial people are entitled to know who the bank president is who on Friday called newspaper representatives into his office and gave them anonymously a statement that Mr. Gerard comes to the United States with a peace proposal from the Kaiser. The banker is Charles H. Sabin. He came from Southampton to his office on Friday and then went to the offices of J. P. Morgan & Co., where he remained a half hour. Returning to his own office, Mr. Sabin called in the financial reporters.'"

Didn't Use Gerard's Name.

The reporter told Mr. Sabin this was not a complete verbatim report of the news bureau's story, and added that the bureau's account suggested Mr. Sabin "in his statement represented important financial and political interests."

Mr. Sabin listened to the reading with interest. When the newspaperman finished the banker said:

"I did not use the name of Mr. Gerard in the interview. One of the

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U-53 CARRIES TWO GUNS AND FOUR TORPEDO TUBES

Seventeen Days from Wilhelmshaven, Has Supplies for Three Months.

VISITOR ANCHORS UNDER GUNS OF U. S. WARSHIPS

Germans Silent About Errand—First Question Is About the Bremen's Fate—In Port Only Three Hours

Newport, R. I., Oct. 7.—The U-53, flying the German flag and with disappearing guns mounted forward and aft, steamed into the outer harbor to-day and dropped anchor. The submarine lay within gunshot of Bailey's Beach and the ornate "cottages" of the summer colony. It left Wilhelmshaven seventeen days ago.

After paying a visit of courtesy to the naval commandant and leaving a letter for the German Embassy, Lieutenant-Captain Hans Rose, commander of the war vessel, hoisted his anchor and steamed away at 5:17 p. m. His visit lasted three hours.

As to the contents of the important missive he had brought for the German Ambassador, the U-boat's commander maintained a discreet silence. Not even questions based on the strong rumors of peace negotiations which started when Ambassador Gerard left Germany could move him. It might be peace, it might be war; he had come to deliver the letter.

Another surmise is that the U-53, besides delivering the letter, was to carry a new and practical message of German efficiency to America, proving that German war vessels can cross the Atlantic at will and return, asking odds of nobody. Still another, one which is widely held, is that the U-53 either convoyed the Bremen or was sent in search of it.

First Question About Bremen.

Hailed from a motor boat, the commander's first question was: "Have you heard from the Bremen?"

In spite of the fact that for weeks the whole coast has been watching for the arrival of the Bremen, the submarine freighter, the U-boat was not generally recognized until it approached its anchorage, threading its way among thirty-seven United States warships. It was accompanied up the harbor by the D-2, of the United States navy, and not until the breeze snapped out the imperial colors was it known that the D-boat's consort was a German and a war vessel.

Lieutenant Captain Rose's leviathan was as well groomed as though Wilhelmshaven lay just across the Sound. Its battle paint was not marred nor grimed and everything below was spick and span and crammed with gleaming mechanisms. The U-53 is equipped with four torpedo tubes and wireless, as well as light guns, and carries four officers and thirty-three men. Eight torpedoes were carried by the submarine.

After delivering his letter and paying a visit to Rear Admiral Austin M. Knight, commandant of the Narragansett Bay Naval Station, Lieutenant Captain Rose had leisure to answer a few questions. The letter was intrusted to an Associated Press reporter, with the request to notify the embassy of the boat's arrival. "They will be glad to hear of it," said Captain Rose.

There was no need, he said, to take aboard supplies of any kind, and he made no secret of his intention to depart this evening. The U-53 had supplies for three months, he said, and the Deutschland had proved that it took only a little more than two weeks even for a merchantman submarine to cross the Atlantic. He had sighted no enemy cruisers, he said, on the voyage.

Silent About Mission.

Questions as to his mission received no answer from the submarine postman.

While the wires sang with the new feat of undersea daring and Washington officials gravely considered the question of neutrality, announcing that no favors could be extended to the submarine and it must leave within twenty-four hours, Lieutenant Captain Rose gave the order to hoist anchor.

Swiftly the U-53 slid through the water toward the ocean, where, three miles away, the war zone was waiting. Its pace shook off even the swiftest of dozens of motorboats that sought to escort the submersible down the harbor. Running awash and showing no signs of intended submersion, the vessel vanished from sight in the mist hanging over the Sound.

Then Rumors Begin to Fly.

As soon as the distance had swallowed the astonishing visitor the Flying Dutchman rumors of the last few weeks were revived with redoubled force. It was reported from Stonington, Conn., that the German submarine had been sighted heading for New London, where Eastern Forwarding Company officials have long had a berth prepared for the Bremen.

Life savers at Watch Hill did not sight the phantom, however, and telephoned to other stations along the Rhode Island coast as far as Point Judith without finding any one who had. Captain Hinsch, of the Eastern Forwarding Company, who has been waiting at New London for the next submarine freighter, expressed astonish-

TWO U. S. SHIPS SUNK, IS ARCHANGEL REPORT

Harvita and Columbia Named as Victims.

London, Oct. 8.—Two American ships, the Harvita and the Columbia, have been sunk, a dispatch from Christiania, Norway, says. The news comes through the Norwegian Minister in Petrograd, from H. A. Falsen, the Norwegian Consul General at Archangel, Russia.

The dispatch says there has been great difficulty in obtaining accurate information.

The dispatch from Consul General Falsen said that Norwegian ships, also, were sunk. A French steamer also was attacked, but escaped undamaged.

A dispatch from Christiania on October 2 said that a German submarine had made its way into the Arctic Ocean and had torpedoed three Norwegian steamships there.

Maritime records show five American steamships named Columbia. Three are owned in Baltimore, one in San Francisco and one in New York. No steamer Harvita is mentioned in these records.

PRESIDENT REFUSES TO TALK ABOUT U-53

Gets First Information from Official Sources.

Long Branch, Oct. 7.—President Wilson was informed to-night of the arrival at Newport of the German war submarine U-53, but refused to comment. His first information came from official sources.

Count von Bernstorff, the German Ambassador, to whom the submarine brought official mail from Berlin, has an engagement to see President Wilson on Monday. Officials here insisted that the only object for the ambassador's call was to deliver a personal letter from the German Emperor on Polish relief.

STEPHANOU REFUSES GREEK PREMIERSHIP

Too Ill to Head Cabinet, He Tells King.

Athens, Oct. 7.—King Constantine today personally called at the home of Dionysios Stephanou and asked the aged statesman, who is ill abed, to form a Cabinet.

Stephanou, however, told the King that he was too ill to assume the heavy duties of Premier.

The political activities of Stephanou date from the time of the great Greek Premier, M. Tricoupis, in whose Cabinet, in 1894-'95, he was Minister of Foreign Affairs.

Hungarian Diet's Head Dies.

London, Oct. 7.—The sudden death of Paul Beothy, president of the Hungarian Diet, is reported in a Budapest dispatch to the Reuter Telegram Company. Herr Beothy was formerly Minister of Commerce.