

FORD DIVES 10-DAY TRIP IN SUBMARINE HERE

Daniels Arranges Trip So Auto Maker Can Plan Better Undersea Motor.

WIRELESS TO RUN AIRSHIP

Henry Ford will make a submarine trip at the New York Navy Yard this morning to discover what he can do toward aiding Secretary Daniels in his plans for the improvement of the submarine and aeroplane.

Although positively opposed to war and admittedly committed to do all in his power to prevent war and destroy its machinery, Mr. Ford has agreed to do his duty as an American citizen and help the navy to solve its problems, particularly in regard to light high powered gasoline motors.

With this purpose in view his submarine trip was arranged after a conference with Secretary Daniels in Washington yesterday.

Mr. Ford returned to New York last night. At the Hotel Biltmore he repeated to a reporter for THE SUN what he had told Secretary Daniels earlier in the day.

"The way to stop this awful business of war," he said, "is to exterminate the warships. I can make an aerial torpedo bomber, operated by wireless, which would deplete the earth in a short time. And it wouldn't cost more than \$100 to make.

He also described his gasoline submarine which, he insisted, "will work," despite the many criticisms which have been offered by the incredulous.

"Never Saw a Submarine."

"At Secretary Daniels' invitation," he said, "I am going to the Brooklyn navy yard to-morrow morning and take a dive in one of those murderous monsters. I have never even seen a submarine, but I know in advance what my impressions will be. When I come home, I'll say we ought to take those hideous, weighty things and destroy them, every one.

"Do you know what I would do if I owned this world? Mr. Ford went on. "I would tear the grains and armies off of every battleship and turn the vessels over for commercial use. The navy? I'd abolish that too. There isn't the remotest danger that there is of war. When this war is over there won't be enough Europeans left to start another war. There isn't a man of those who aren't dead will be in any way."

During his visit in Washington Mr. Ford talked with the President for fifteen minutes.

"He's a man," the manufacturer said enthusiastically. "He's right on the job and knows his business. I've never seen a man like him before. I've never seen a man like him before. I've never seen a man like him before."

"Yes, I know men have said the gasoline motor submarine which Mr. Ford has in mind would cost only one-sixteenth of those now in use.

"I don't know any one of the rulers of Europe more than any other. I have been told by men who have met him that the Kaiser is a good, sensible, kindly, humane man. I believe the same of the other sovereigns. The fact of the matter is that these men have as little to do with the real ruling of their countries as you and I have. They are just a part of the machinery. The United States is the one great nation of the world whose head is the real ruler—who isn't swayed by anybody."

Denies Big Peace Offer.

Mr. Ford was asked about the \$10,000,000 peace offer he was reported to have made several days ago.

"I never suggested such a thing to any one at any time," he replied. "I simply said I proposed to devote my energies and whatever means I might be able to employ toward the preservation of peace.

"I may say now, as I have said before, that if Belgium hadn't been prepared she wouldn't have gotten her nose smashed, but I want it understood that if this country were attacked I'd do my part in defending her, like any other good American. I'd do all I could."

Mr. Ford was emphatic in denouncing the movement of big bankers to make a war loan to Great Britain and France.

"I wish we could send those borrowers home," he said. "If any of the banks where I have money on deposit have any part in such a loan I'll draw my money out."

"If the big bankers want money for provisions I should be willing to let them have it, but we could take their notes or even trust them. That's James J. Hill's idea and I think it's a good one. But I can't endorse any plan to lend them money for armaments. You see all I want for Europe now is peace. My father was an Irishman and my mother was German, so I'm a pretty good neutral."

Mr. Ford, talking of his own business, said that since the return to Detroit of the five employees whom he sent to New York to be cured of the drug habit he has obtained control of a hospital which is now devoted exclusively to the use of workmen in his plant.

"I am going to consult a New York specialist about it to-morrow," he said. "These fellows whom I sent here are getting along finely."

ARRANGED BY DANIELS.

Trip in Submarine Part of Plan to Improve Navy.

WASHINGTON, Sept. 22.—Arrangements for Henry Ford to make a trip in a submarine at the New York Navy Yard to-morrow were made following a call on Secretary Daniels here today.

This step was taken in furtherance of the Secretary's desire to enlist Mr. Ford's services in helping the navy solve the problem of developing suitable types of engines for submarines and aeroplanes.

Although Mr. Ford told Secretary Daniels that he felt he should oppose war as vigorously as lay in his power, he assured him that his services as an American citizen in helping the navy solve the problem of developing suitable types of engines for submarines and aeroplanes.

U. S. AWAITS HESPERIAN EVIDENCE FROM PAGE

Von Bernstorff Also Will Offer a New Statement on Submarine Activity—Claims Made by Germany and Britain Still Conflict.

WASHINGTON, Sept. 22.—Ambassador Page at London has advised the State Department that he is sending by mail additional evidence in the case of the Allan liner Hesperian, the sinking of which may become a factor in the submarine controversy between the United States and Germany.

It is presumed here that the Ambassador's evidence includes the fragment of metal picked up on the deck of the Hesperian which caused her sinking. The British Government has declared officially that this fragment has been found to be part of a torpedo and unofficial reports from London state that naval attaches of the American Embassy have agreed in this conclusion.

The German Government has announced positively that no German submarine was in the waters where the Hesperian was when struck. The British on the other hand not only assert that a fragment of the torpedo fell on the deck of the vessel and was preserved, but that other evidence shows that German submarines were in that vicinity at the time.

The master of the British steamship Crossley, recently arrived at Newport News, has reported that he was approached by a submarine near where the Hesperian was when struck on the very day that she received her death wound.

It is believed that the German Government is reserving judgment in the matter until all the evidence is in. It is admitted that it will be difficult for the United States to obtain in view of the conflicting statements.

According to officials of the State Department, the statements appearing in the German press expressing confidence that the controversy with the United States will be satisfactorily adjusted and announcing that more strict orders have been given to submarine commanders with regard to attacks on passenger vessels have not been supplemented by any official communications from the German Government.

BERLIN WARNS U BOATS.

Must Allow Liners to Escape Rather Than Torpedo Wrong Ones.

BERLIN, via Amsterdam, Sept. 22.—The German Admiralty has ordered submarine commanders to allow liners to escape rather than torpedo wrong ones.

Mr. Ford put in a busy day. He called on Secretary Daniels in the morning and conferred with him for an hour. Admiral Dewey was present for a while. Then the chief officers of the State Department received him in the afternoon.

Afterward Secretary Daniels took Mr. Ford to the White House, where he talked with the President. Mr. Ford's guest at luncheon at the Army and Navy Club and in the afternoon he called on William J. Bryan. He left for New York at 11 o'clock.

Hopes to Evolve Motor.

On Mr. Ford's request Secretary Daniels has having prepared a history of the Navy Department's efforts to evolve satisfactory types of engines for aeroplanes and submarines.

Mr. Ford believes that the personal inspection of a submarine will place him in a position to attack the motor problem.

Naval officers admit that if Mr. Ford can develop a practical gasoline engine for undersea boats he will have achieved a great step toward the perfection of the submarine.

Mr. Ford has made extensive experiments in this direction. The obstacles discovered were the difficulty of supplying sufficient oxygen for combustion, the enormous pressure of the water and the difficulty of disposing of the exhaust without advertising the presence of a submarine.

It is reported in Mr. Ford's talks here today that he is proceeding on the theory that if war can be made more horrible and destructive it will cease automatically. He believes the type of submarine he proposes will render battleships obsolete and useless.

Bomb Dropping by Wireless.

Another idea he put forth was that of an aeroplane to be operated by wireless without pilots or observers aboard. He said a large number of such wireless aeroplanes could be given torpedoes and bombs released from them by wireless, depopulating whole districts. He declared that nations would be able to engage in war when such weapons might be used against them.

Naval officers, when asked about this plan, said several of some sort undoubtedly could be operated by wireless. They pointed out, however, that their usefulness would be doubtful, since there are no wireless receiving stations where the machines would be at a given moment or when they were over the area on which it was desired to drop bombs.

Mr. Ford called attention to the fact that even with pilots and observers on board aeroplanes, bomb dropping has been proved to be a weapon of most uncertain value and low efficiency.

It is understood that on his visit to the White House Mr. Ford summarized for the President the suggestions he had submitted to Mr. Daniels. As he left the White House Mr. Ford laughingly said that one of the subjects talked about was tractors. He was enthusiastic about the qualities of a tractor which he said had been developed at his factories and proceeded to give the newspaper men a description of its merits.

BRYAN MUTE ON WILSON CALL

Refuses to Say What He Talked About for Nearly an Hour.

WASHINGTON, Sept. 22.—William Jennings Bryan called upon President Wilson at the White House to-day and talked with him for nearly an hour.

Mr. Bryan drove up to the White House in his recently purchased electric coupe. As he alighted he remarked that the car was the former owner, "H. S. B." upon the panel of the coupe might easily be altered to "W. J. B."

Mr. Bryan was apparently in high good humor when he left the White House and refused to say anything about his interview with the President. He even refused to reiterate his views regarding public questions, saying that interviews might be drawn out of the subject he had discussed with Mr. Wilson.

"I know you all," said he to his old friends in the newspaper "but I am not going to give you anything to speculate upon regarding my visit."

Mr. Bryan imparted the information that his home farm near Mission, Texas, is still for sale.

WHAT LABORER SAID TO ANGER BRITAIN

C. H. Norman's Suppressed Article Declared People Were Exploited.

Among the publications seized by the London police in the recent raid on the headquarters of the Independent Labor party and ordered destroyed was a pamphlet written by C. H. Norman in reply to Robert Blatchford of the Northcliffe forces.

The pamphlet, which has been received in New York, bears the title, "British Militarism." The main body of the contents was printed in the New Age of December 10 last and was approved, the writer says, "by a series of attacks in the Worker Dispatch by Robert Blatchford upon those Socialists and Liberals in Britain who have been opposing the British war party."

"As a part of that opposition," Mr. Norman writes in his introduction to the published reply, "it has been necessary to make a stand against the organized federation which would represent German militarism as the sole cause of all the crimes of the world."

Replying to a question asked by Mr. Blatchford, "Has any enemy ever accused British soldiers of cutting off women's breasts and babies' hands?" Mr. Norman asks:

Another "Form of Militarism."

"What evidence is there that the Germans have committed these crimes? The Belgian children with the mutilated hands which would represent German militarism in Britain. The same remark applies to the 'cutting off of breasts' fabrication.

"In my judgment all forms of militarism are atrocious," the writer continues. "It is possible that the German methods may be harsher than those of other nations, but that is the only distinction between German militarism and other kinds of militarism. It is so trifling that it is almost negligible. It is so trifling that it is almost negligible. It is so trifling that it is almost negligible."

GERMANY SENDS FRYE NOTE.

Acting Secretary Polk to Make It Public To-day.

WASHINGTON, Sept. 22.—Acting Secretary of State Polk today received the receipt to-day of a note from the German Government on the subject of the case of the American ship William P. Frye, sunk by a German cruiser.

The note, which has been translated into English, has been received in correspondence over this case more than six months, having failed to agree as to the amount of damages due and the manner of their payment.

Mr. Polk said that the note would be made public to-morrow. He declined to indicate its contents or to comment on it in any way.

SAYS BRITAIN WON'T BOW TO MEAT TRUST

Board of Trade President Tells Commons Country's Supply Is Assured.

LONDON, Sept. 22.—Walter Runciman, President of the Board of Trade, in a debate in the House of Commons to-day said in response to remarks about the increased prices:

"The Board of Trade does not allow the American meat trust to get all it asks for, nor ship owners to get all they want."

Mr. Runciman declared steps had been taken to obtain meat from the Argentine and that Australia had assured a good supply. In the absence of these countries, a serious menace to the country would have arisen.

The Board of Trade will spend during the next ten months about \$25,000,000 on the whole business of filling the French meat requirements in the hands of the board.

Mr. Runciman further asserted that the Argentine meat supply was in the hands of a half dozen very powerful firms mainly controlled in the United States.

Referring to the statement attributed to Arthur Meeker in Ambassador Dumbauld's letter to Foreign Minister Burian of Austria-Hungary that he had not played his last trump and predicting that Great Britain would "soon give in" if she could not get meat from America or the Argentine, Mr. Runciman said:

"Having got meat and ships, we have no intention of giving in."

The remarks referred to were attributed in the official copy of Dr. Dumbauld's letter published yesterday to "Mr. Meeker." The man referred to is believed to be Arthur Meeker of Armour & Co.

STUBBORN FIGHTS IN HILLS.

Italians Dislodge Austrians From Cortina District.

Special Cable Dispatch to THE SUN.

ROME, Sept. 22.—The Italian War Office issued to-night the following official statement:

Bold and well organized operations have been undertaken in the Cortina d'Ampezzo mountainous region to dislodge small enemy contingents which, after penetrating through the Monte Tofano and Monte Cristallo ranges, were disturbing our operations.

Owing to the difficult and rugged ground and the narrow valleys, the enemy's stubborn resistance, the fighting assumed larger proportions on the Monte Cristallo group.

Thanks to the methodic work of our small columns the enemy was pushed toward the Felison and Seccia valleys.

Bombardment was resumed against Fort Hermarin in the "Pizzo" zone. Only the caemate is now left standing, the guns occasionally firing a shot.

Around Gorizia we bombarded the San Pietro and Borgo Carisio stations, where the presence of troops had been ascertained.

On the rest of the front the situation remains unchanged.

2,000 MILES OF KHAKI IS MADE FOR TROOPS WEEKLY

One British Mill Turns Out 200,000 Uniforms Every Six Days—Jewelry Manufacturers Turn to Munition Making—Birmingham Centre of Work.

Special Correspondence to THE SUN.

LONDON, Sept. 9.—The chief argument advanced by the enemies of compulsory military service is the danger of crippling the industrial trade of Great Britain, and particularly the industries engaged in the manufacture of war material. An idea of the tremendous scale on which war equipment is being manufactured in Great Britain is found in statistics relating to the textile industry in Leeds and other big Yorkshire towns. Every day, it is estimated, are working night and day to turn out huge quantities of khaki cloth not only for the British troops but for those of the allied forces. The millers of Yorkshire are now taking to wearing khaki and the other allies are evidently doing the same. For French, Russian and Italian officers' uniforms the British millers are producing the regulation type.

In one big mill in Yorkshire 2,000 miles of khaki, about fifty-six inches wide, is being woven, dyed and turned into 200,000 complete outfits for soldiers in a week. When the war started how and where to get khaki and tailors to make it were the greatest problems. The millers were now taking to wearing khaki and the other allies are evidently doing the same. For French, Russian and Italian officers' uniforms the British millers are producing the regulation type.

Advisers of the War Department quickly convinced the authorities that the millers of Yorkshire were not only for khaki but also for fallow to convert it into uniforms. All manufacturers whose machinery and hands could make khaki throughout Yorkshire were put on their mettle, and they must have been ready to respond to the call. As Leeds is quite competent and willing to be the centre for receiving and distributing food and clothing for all the military units in the entire area.

York Centre of Industry.

To King's Mills practically all the khaki destined to be worn by soldiers in the West Riding contributes a very large share; nearly all the rest is produced within the county of York. All this vast work is done in these machinery and hand-made units, not by factory or mill, and all bearing an official imprimatur denoting that a Government textile expert has approved the cloth at every stage. Every article of material that goes to the making of a military suit comes to this centre, mostly by rail, but busy railways are being transformed into busy roads and horse-drawn waggons. Manchester and other centres send large consignments of cotton, thread and other material for the making of uniforms. Every article of material that goes to the making of a military suit comes to this centre, mostly by rail, but busy railways are being transformed into busy roads and horse-drawn waggons. 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