plying regularly between New York, Halifax and St. John's, N. F., torpedoed southeast of Nantucket while bound for New York. Reported sunk at 10:05 o'clock to-night. Passengers and crew, numbering 158, were picked up by destroyers Balch, Drayton and Jenkins and brought to Newport. The attack was at 4:30 P. M.

KINGSTON, British freighter; torpedoed and sunk southeast of Nantucket; crew missing but believes safe in small boats and destroyer is searching for them. This vessel is not accounted for in the maritime registers and may be the Kingstonian. The attack was at 6 P. M.

BLOOMERSDIJK, Dutch freighter; torpedoed and sunk south of Nantucket. Crew taken aboard a destroyer. The steamer was bound from New York for Rotterdam, having sailed last night.

CHRISTIAN KNUDSEN, Norwegian freighter; torpedoed and sunk near where the Bloomersdijk went down; crew picked up by destroyer. The vessel sailed from New York Saturday for London.

The map shows the location of the German submarine's exploits. The six vessels were sunk in the area inclosed in the circle drawn around the Nantucket lightship, which is indicated by the arrow. The dotted line shows the course followed by the Stephano in its voyages between St. John's, to Halifax and New York.

Vessels Were Torpedoed.

All reports point to the fact that the sunken vessels were torpedoed. The only ship that so reported definitely in wirelessing for help was the Stephano, which accompanied her S O S call with the message "We are being torpedoed." The Stephano was said to be still afloat six miles southeast of the lightship to-night.

Although the sinking of the five freighters that carried no passengers was an event of tremendous importance and anxiety to the naval officers here, it was the case of the Stephano that most concerned them. There is no describing the alarm and foreboding that were felt at the first reports which indicated that there had been loss of life among the American passengers on that ship, and the further suggestion that the Stephano had been torpedoed without warning. This anxiety was immensely relieved at nightfall when word came that all who had been on board were safe and on their way here on American destroyers.

The Stephano was the U-53's greatest accomplishment in the day's work of destruction. She was equipped with a steel sheathed, ice cutting bow and had been sold to the Russian Government, which intended to use her as an ice breaker in Archangel harbor.

Warned of U Boat.

The ship had been warned that the German submarine had left Newport harbor heading evidently for the steamship lane. In the absence of definite information it was assumed that Capt. Smith had taken the outside course in rounding the Nantucket lightship and had thereby fallen easily into the power of the invader. Ordinarily the Stephano takes the inside course.

In view of the bewildering succession of attacks by the U-53 to-day, it is generally believed here that the submarine followed a deliberate course set for her before she left Germany. Her orders, it is believed, were something like these:

"Get to the United States as fast as you can. Jump right into a conspicuous American port. Stay just long enough to deliver mail to be posted to the Ambassador at Washington. Be sure that everybody knows you're there, but keep them puzzled as to what you are up to. Then hustle out and sink all the enemy ships you can. Get them where they're thick. Lay for them in the lane travelled by every ship bound from American to foreign ports. Hurry, for the British patrol will be after you hotfoot. Make every shot count, and when the torpedoes and shells are gone, dash for home."

So the naval sharps believe that very soon, possibly to-morrow, we shall have seen the last of the U-53, until she reappears at Helgoland or Wilhelmshaven, if she succeeds in escaping the patrol and nets of Great Britain as she did coming over. There are reports that at least one British cruiser has been seen hereabout recently, but no definite information has reached the naval station.

Last night Capt. Chauncey Kenyon of the United States Coast Guard station reported that he had seen what he thought was a British cruiser off Price's Neck. There was no further word of the supposed prowler to-day. Two or three ship captains also say they saw the French cruiser Conde off Cape Hatteras last week, northward bound. In their ordinary routine, however, the scouts of the Allies are far from the American coast. They have been regularly patrolling along the line from Trinidad through Bermuda to Halifax. It is considered likely that while they have heard of the U boat's depredations by this time, they cannot reach her before she departs for Germany.

As it was not generally supposed that the underwater terror would tackle her prey so soon after leaving Newport, the patrol captains of the Allies may have been fooled like other mariners into thinking that her appearance here was merely a blind and that the place to lie for her was far to the northward in the path of troopships.

Short Stay Indicated.

Col. Ernst Voight, who settled in Newport years ago and became an American citizen, made up his mind yesterday that the stay of the U-53 in these parts was to be brief. Col. Voight went aboard her in Newport harbor and asked if any of the voyagers hailed from his native German city. Finding none, he tried to make conversation with some of the crew. They smiled and gave him an armful of postcards to mail to Germany and were willing to discuss the weather. But they weren't telling the Colonel anything important. Finally, however, one of the slickerclad sailors said to him: "Have you an American coin with you?"

"Sure," said Col. Voight, handing over a dime. "Thanks," said the sailor. "It's for a souvenir of America. We don't expect to see your adopted country again."

Naval officers said to-day they thought it entirely possible for the U boat to get back to Germany, barring accidents, without taking on more provisions. They weren't so sure there would be oil enough, but were inclined to believe that Capt. Rose knew what he was talking about when he said he didn't need a thing and even declined to take on drinking water.

The new submarines of the United States navy—the L class—have a cruising radius of 5,000 miles. The U 53 is at least 20 per cent. larger than these craft. Naval officers who explored her yesterday said that except for size she was superior to the L boats only in the matter of engine perfection. The same type of Duessel engines that propel the U 53 are manufactured in this country, but in the opinion of naval experts here they are not quite as good. The difference is attributed to German discipline among workmen, enforced especially in war time. The sides of both Admiral Knight and Admiral Gleaves explored the U boat below deck, guided by Capt. Rose.

When Capt. Rose was asked where his boat came from it was noticed that he said "Wilhelmshaven," then hesitated and added, "No, we touched at Helgoland." He seemed to be meticulously careful to give exact information. The naval officers did not ask him what he purposed doing after leaving Newport. They considered it none of their business.

One thing that is puzzling naval men to-night is why the U-53 came into port yesterday, and another thing that is the subject of the speculation of many outside the navy is why a destroyer flotilla of seventeen vessels was sent out to rescue the crew of a single freight steamer. The destroyers were ordered out at the first report that the West Point had been topedoed.

The theory advanced to-night was that Commander Rose of the U-53 came to Newport to advise Rear Admiral Knight that he was about to attack hostile shipping and contraband carrying vessels under the rules of international law. Rear Admiral Knight reiterated this evening that Commander Rose's call was one of courtesy, but it was suggested that the German commander wished to guard against loss of life through the aid of American vessels in picking up passengers and crews of ships destroyed.

If she had done so to-day she would have been in water too shoal for a submarine's operations, but at this time of year the nights bring fog, and it is conjectured that the Stephano, to avoid navigating a thickly crowded searoad in bad weather, took the outside course and so steamed directly into the trap set for her.

Her passengers were taken aboard the destroyers Balch and Jenkins, and subsequently all were brought to this port by the Jenkins. Many of her passengers are from New York city. At this time of the year her passenger list has always been large, since she carried summer tourists who were returning from Newfoundland and the maritime provinces. It is not thought that her cargo loss was heavy, as on her westbound voyages she carried little freight usually. Ordinarily she carried fish oil and other fish products for the bulk of her cargo. She was a steel screw steamer of 2,143 tons and was built in Glasgow in 1911. Her sister ship, the Florizel, left New York last Friday for Halifax and St. John's, N. F.

Whether the sinking of the six vessels was accomplished by one submarine, the U-53, or by two or more, as rumors have it, the fact is that allied and even neutral shipping is in a fair way to be frightened from the sea temporarily. Word came from Baltimore to-night that the Furness Withy company, owners of the West Point, have announced that there will be no further sailings of their steamers until the situation is cleared up. It is believed here that most other steamship companies will take that attitude, since the German raider has proved how much of a menace even one submarine can be in the most heavily travelled sea lane in the world.

The instant the first news came that the U-53 had established herself in the steamship path southeast of Nantucket Island, big and little ships flying the flags of the Allies and of neutral countries dealing with the Allies scurried for the protection of harbors. Vessels carrying contraband of war raced to get inside the three mile limit. Some that were following the outside course hastily veered and took the inside route. A wave of alarm spread over the Western ocean.

Throughout the day and up to late to-night no news whatever had been received about the operations of the patrolling fleet maintained along the American coast by Great Britain and France. Cruisers kept along the coast to protect allied shipping had not been sighted or heard from. Frantic appeals were sent by British shipping interests to Halifax asking for information about what the British patrol ships were doing and about what they would do to reopen the steamship routes, but the commander of the British naval station at Halifax declined to divulge what steps were being taken.

When the U-53 slipped out of Newport harbor in the late afternoon of yesterday, showing no trace of wear and tear from her seventeen days voyage from Wilhelmshaven and obviously ready for her grim business, there was no doubt in the minds of the naval officers here that there would be trouble in the steamship lanes and quick news of torpedoing. Sailors of the U-53 had hinted that they were going out to sink British ships and had intimated even that the U 53 torpedoed a British transport on her way to the American coast. It was known that she carried at least six torpedoes in her eight tubes, and the two large calibre rapid fire guns mounted on deck were visible to any eye when she was in port.

The expected news came within little more than eight hours from the Hawaiian-American line freighter Kansan, flying the American flag and loaded with munitions of war eventually to be landed at Genoa, Italy, and St. Lazarre, France, although the steamship was temporarily to stop at Boston on her way from New York to Europe. Capt. Smith of the Kansan wirelessed the Government radio station here that he had been stopped by a submarine off Nantucket at 5:30 A. M., but that he had been allowed to proceed after an examination of his papers and an apology from Capt. Hans Rose of the U 53. This message, quickly relayed to various points along the coast, literally sent a thrill of apprehension over harbors and over sea. Radiograms were flashed broadcast warning all steamships to look out for the undersea destroyer, to change their course or to stay in port until further notice.

U. S. Navy Acts Quickly.

The call from the Kansan electrified the naval authorities here, and preparations were made at once to meet all contingencies. Shortly afterward, when a wireless call from the British freighter West Point was received saying she had been torpedoed fifty miles southeast of Nantucket, the navy was ready to save lives and protect American shipping. The first news concerning the West Point was meagre. It was contained in a wireless despatch to the naval radio station here:

British steamer West Point stopped by submarine and fired upon. Getting boat ready. Position, 40.25 north; 69 west. Get cutter.

That message put the United States naval forces at this port and along the New England coast in action.

From the moment the U-53 amazed the natives by popping out of Narragansett Bay, to be sighted and escorted into Newport harbor by the American submarine D-2, on a mission the real purpose of which seems to have been advertising events that were to come, the land wires and the radio were crowded with messages passing back and forth between the Newport naval station and Washington. Both Rear Admiral Austin M. Knight, commandant of the Newport naval district, and Rear Admiral Herbert Gleaves, chief of the destroyer flotilla, kept the Navy Department informed of everything they heard about the German visitor, and presumably received explicit instructions as to how to act in certain emergencies.

But no one here dreamed when the rover disappeared off Brenton's Reef lightship that she would be heard from so soon. It was generally believed by the naval authorities that she would point her nose toward the waters near Halifax and the mouth of the St. Lawrence, there to intercept troop ships bound from Canada to England and France. It was argued that from the German point of view the U-53 could accomplish more by going after ships carrying soldiers than merchant vessels, no matter how laden.

Navy Men Astonished.

This belief seemed warranted by the knowledge that either this submarine or a predecessor of the same letter and number was active in operations against troop ships when the British were trying to force the Dardanelles.

Therefore so far as the navy men can be astonished at anything, they were astonished when they heard that the German had delayed only until she was safely past the three mile limit, when she ran amuck among the merchantmen toiling along on the Atlantic lane. The full significance of Capt. Rose's expressive but mysterious "Ah," delivered in the manner of one who says "That would be telling," was realized so soon.

But the navy was ready. In Newport harbor snuggling at anchor near Goat Island, the torpedo boat station, were twenty-five of those low, bristling craft, ungainly in repose but swift and savage in action, popularly known as torpedo boat destroyers and in the navy merely as "destroyers." The wireless of the scout cruiser Birmingham, flagship of Admiral Gleaves, formerly commandant at the New York Navy Yard, can talk with Colon if it wants to, so powerful are its dynamos. It was child's play for its operator to pick up the news that the West Point had been blown up by the German, then only ten miles south of Nantucket, and that the Kansan, fifty miles northeast, had turned to the rescue.

There was quick communication between the two Admirals—Gleaves on the Birmingham and Knight in his office at the War College. So swift was the electric play that followed with the orders to seventeen boats of the destroyer flotilla and their mother ship, the Melville, that it really amounted to "Get ready; go."

Authorities Prepared.

Most of the boats already had steam up. Word that the Kansan had been held up had prepared the authorities for any eventuality.

The fact that the West Point needed assistance and an incomplete explanation therefor was known at the naval station at 12:30 o'clock this afternoon. Twenty minutes later the destroyer Jarvis, commanded by Lieut. L. P. Davis, had weighed anchor and was darting down the harbor. She was going 30 knots in no time. The water fairly screamed as the razor prow of the Jarvis cut it on this Indian summer afternoon.

Most of Newport had heard what her errand was. The shore and heights, the dwellers in the summer cottages, more of whom than usual are loitering later than "the season," waved her godspeed.

Although it was supposedly a day of rest, the destroyers, according to a high naval authority here, broke all records for getting a lot of boats into movement quickly. Men who had shore leave and who were waiting for launches had their orders countermanded. There was waiting for those already ashore.

Just as they were, the destroyers swung into line and at intervals of a few minutes passed out of the harbor, smelly smoke from their oil fuel blanketing them and helping in the making of a rare marine picture. On their decks every sailor was grinning. It wasn't mere manoeuvres; it was action, something worth while, a race to be won, lives to save—maybe, maybe, well, supposing the U-53 so far forgot herself as to crawl over the three mile limit while being pursued by one of the British cruisers vaguely reported as having been sighted recently near these waters?

Mission to Save Lives.

Officially the mission of the scudding gray destroyers was solely the saving of the survivors' lives. There is no official confirmation for the report that their commanders were also instructed to deal strictly with the submarine if it happened to violate international usage by coming within three miles of the American coast, to the very edge of which it has carried the great war. It was explained that the extraordinary number of seventeen destroyers—three divisions of the Atlantic flotilla—was sent because the weather was thick off Nantucket, and if it were necessary to grope through fog for the survivors there could not be too many in the searching party.

Both Admiral Gleaves and Admiral Knight said the fact should be emphasized that their only purpose in sending the flotilla out was the saving of life. So long as the German war craft kept more than three miles from our coast this Government had no official interest in what it did to ships of the belligerent nations. She can keep on sending her enemies to the bottom until her ammunition is exhausted without interference from the United States. It is possible for her to smash an enemy ship within sight of observers on warships of the United States and "get away with it," for such is her privilege as internationally recognized. All the American warships can do is to save what lives they can and to see that the U boat keeps outside the forbidden boundary.

Procession of Destroyers.

As the destroyers left Newport this was the order of the procession: Jarvis, commanded by Lieut. Davis; Drayton, Lieut. D. W. Bagley, a brother of Ensign Worth Bagley of Spanish war fame; Ericsson, Lieutenant-Commander W. S. Miller; O Brien, Lieutenant-Commander C. E. Courtney; Benham, Lieutenant-Commander J. B. Gay; Cassin, Lieutenant-Commander W. N. Vernon; Balch, Lieutenant-Commander D. C. Harahan; McCall, Lieutenant-Commander L. M. Stewart; Porter, Lieutenant-Commander W. K. Wortman; Fanning, Lieutenant-Commander M. Austin; Paulding, Lieutenant-Commander D. L. Howard; Winslow, Lieutenant-Commander N. E. Nichols; Aylwin, Lieutenant-Commander John C. Fremont; Cushing, Lieutenant-Commander T. A. Kittinger; Cummings, Lieutenant-Commander G. F. Neale; Conyngham, Lieutenant-Commander Alfred Johnson, and finally the tender Melville, under command of Commander H B. Price.

Each destroyer has four officers and ninety-six men; the complement of the Melville, which waddled along at the rear of the procession, is 340. So the total of the host which Uncle Sam flung to the relief of the ships beset by the raider from the Kiel Canal is 2,040, and every man of 'em particularly glad to be alive on this day.

Little by little the facts concerning the torpedoing of the West Point were received here. It was at 10:45 A. M. when the West Point was ten miles south of the Nantucket lightship, or about forty miles from the mainland, that the submarine appeared and fired shells from her deck guns. This statement was made explicitly by Capt. Harden of the freighter in a message to the Government radio station here. Several other messages arrived, saying that the West Point was being shelled by the submarine at 11:15 A. M., apparently after the crew had been ordered into boats and were awaiting rescue.

While assimilating fragments of news and waiting for more definite details the naval authorities took cognisance of the scope of the situation. It was evident that the U-53 had gone straight from Newport harbor to plant herself squarely in the middle of perhaps the most thickly crowded steamship lane in the world, the sea road over which vast quantities of munitions and supplies for the Allies are travelling almost daily. The point where the West Point was torpedoed is directly in the transatlantic lane through which the bulk of commerce passes to and fro to Europe. Scores of ships pass within fifty miles southeast of Nantucket every week, and it would be difficult to imagine a spot in which a German raider could be more harmful to allied commerce.

The West Point was bound from London to Newport News and carried a crew of 55. She was of 2,413 tons net and 3,847 gross, and was practically a new steamship, having been built at Hartlepool, England, in 1912. She was owned by Furness, Withy & Co. of West Hartlepool.

Second Sinking Reported.

It was not until the destroyers darted seaward to the rescue of the West Point's crew that the news was received that the U-53 had torpedoed another British freighter, the Strathdene, before catching the West Point. Half an hour after the submarine intercepted the American steamship Kansan and then let her go she encountered the Strathdene, a freighter of 4,321 tons, manned by Lascars mostly, and bound from New York to Bordeaux with munitions and supplies for the Allies.

Capt. Wilson of the Strathdene was taking the usual course and it is not known whether he had received a warning that the U-53 had left Newport and was to be feared. The Nantucket lightship, which was getting a lot of news about that time, flashed word to the station here that the Strathdene was torpedoed at 6 A. M., and that her crew of thirty-four were on their way in small boats to the lightship. The vessel carried no passengers. She was under charter to the French line, the New York agent of which is O. R. Cauchois.

Shocked by Stephano News.

At 5 P. M. the most alarming news of the day was received—that the Red Cross liner Stephano, from St. Johns, N. F., for New York, carrying forty-four first cabin and thirty-nine second cabin passengers, a crew of seventy-five and 3,000 tons of general merchandise, had fallen a victim of the U-53 and that possibly there had been great loss of life among the passengers, most of whom were Americans.

Newport, as well as the whole coast, was shocked at the flash. It was known in shipping circles that many women and children were aboard the Red Cross liner, a number of them returning from Newfoundland and Canadian ports, where they had taken refuge from the scourge of infantile paralysis. The first report was that the Stephano, flying the British flag of course, had been attacked nearer the Long Island shore than Nantucket and that the fate of her passengers was unknown. The submarine was said to have fired a torpedo at the Stephano at 4:30 P. M.

The wireless message containing the news came from the destroyer Balch and was an official report to Rear Admiral Knight. Immediately Admiral Knight wirelessed an order to the destroyer Jenkins to go to the Balch's aid.

There was no mention of passengers in the Balch's message, but it stated that the crew had been safely taken aboard the destroyer. It was assumed that this embraced all the passengers of the vessel.

No Details Received.

No details of the sinking were sent by the Balch in the first wireless message; whether or not a warning had been given and opportunity to take to the small boats was left a mystery.

The next definite word came early in the evening, when the destroyer Jenkins radioed that it had reached the Balch and had taken off all the Americans. This was thought to include passengers and crew.

With the sinking of the Stephano it was thought that the U boat could not keep up her acts of warfare much longer, for she had only six torpedoes aboard when she left here yesterday. She left Wilhelmshaven with eight. Observers who went abroad noticed that two of the eight tubes were empty. Capt. Rose and his equally reticent officers had nothing to say by way of explanation, but one of his men proudly slipped the secret to a German friend here: "We fired two torpedoes on the way across the Atlantic. We got a British transport with one of them."

Where this happened or whether any of the soldiers that were on the transport were saved was not revealed.

It was shortly before 8 o'clock that news of the sinking of the British steamer Kingston was made public. This also came by wireless, and Admiral Knight confirmed it immediately. The first news was that the entire crew had been picked up; later reports denied this and said that the destroyer Cushing was searching for them.

At a late hour no more definite news about the crew had been received, but it was thought in naval circles that if they had not been picked up they would surely be found before morning by one of the destroyers combing the waters in the neighborhood.

The radio stations which at first had given to the newspapers the news of the torpedoings and were slowly gathering additional facts were suddenly closed to the press by an order from the Navy Department at Washington. It was explained that everything learned by Government stations must first be transmitted to the Navy Department before being made public.

Particulars of the attacks, however, continued to come from merchant vessels to commercial wireless plants not controlled by the Government and through marine observers on shore.

IGNORED GERMANY'S REQUEST.

George W. Perkins Sees Reason for Warfare Off U. S. Coast.

The following statement was made by George W. Perkins last night:

"With such meagre reports at hand it is too early of course to comment on this very serious turn of affairs, but we should remember that when the last notes were exchanged with Germany on the submarine question she said in effect that she would suspend her submarine warfare provided we would take up with England the blockade question.

"President Wilson ignored this part of Germany's note and I have ever since been expecting that Germany in due time, if pressed hard enough by her necessity, would return to submarine warfare and plead in her defence that we failed to comply with one of the conditions she had made.

"However, be this as it may, whatever the present development, the one great big fact that is established by this affair and that will remain with us for ever and ever is that distance has been annihilated by new inventions.

"Certainly there is no one left now who can say that we enjoy splendid isolation because of the oceans that separate us from other countries. To-day a submarine fighting machine has proven that we can be attacked successfully without warning and great damage inflicted in the twinkling of an eye.

"Well informed men have known this for a long time, and the most inexcusable thing of all the inexcusable things of the Wilson Administration has been its failure through the last three years to prepare us for the new conditions which modern inventions have developed. This is not only true of war at arms, but war in industry, for we are as unprepared for peace as we are for war."

FEAR HEAVY BLOW TO OCEAN TRAFFIC

American Shipping Men Learn With Dismay of U Boat's Series of Attacks.

BIG LINERS UNAFFECTED

Cunard and White Star Officials Expect No Change in Sailing Schedules.

As each succeeding exploit of the U-53 was telegraphed up and down the coast yesterday afternoon and last night the dismay of American shipping men became increasingly evident. The local representatives of the British, French and Italian transatlantic companies telephoned continually to the newspaper offices to learn whether any more vessels had been added to the list of those sunk.

It is not believed likely that the sailing schedules of any of the great liners plying between New York and Europe will be changed by the presence of the German submersible, although the arriving schedules may be greatly altered.

Cunarders to Take Risk.

Local officials of the Cunard Line said that any changes must be made by the company's home office in Liverpool, but it is believed at this end that all the company's vessels will sail on their present schedules. All freight and passenger vessels of companies of the allied countries have been dodging submarines almost since the beginning of the war. They regard the submarine as a necessary hazard in war times and are prepared to take their chances.

Most of the Cunard passenger vessels carry rapid firing guns, mounted aft, for defense purposes only, and if occasion offers and the German submarine commander holds them up without exercising due caution for himself, these guns will be brought into play.

The Alaunia of the Cunard line, which left New York Saturday, is thus protected. She carries a large number of first and second cabin passengers and some steerage passengers. Many of the passengers are Americans. Local officials said that the Alaunia's 4.7 inch rapid firing gun might come in useful if the U-53 holds her up.

White Star Liners Armed.

The White Star Line is also standing pat on its sailing schedule. This company's ships are the largest munitions carriers of any of the transatlantic liners and are similarly protected with 4.7 inch guns mounted aft.

French Line officials said they would not change the schedule of sailing unless instructions to that effect are received from the company's home offices. The rapid firing guns on this company's liners are manned by naval gunners.

Several vessels have cleared from Philadelphia recently, and shipping men are tremulous over what may happen to them. The French steamship Ville de Najunge left the Delaware Breakwater Friday bound for Gibraltar with a general cargo. The British steamship Media passed out of the Delaware Capes Saturday afternoon, bound for St. Nazaire with a cargo of steel and oats. Several British steamships are due to reach the Delaware Breakwater early this week.

Shipmasters arriving at Newport News yesterday and Saturday reported that they had not seen any British cruisers off the coast. Two have been patrolling almost constantly outside of Newport News, and it is believed that they dashed for Newport as soon as news of the U-53's arrival reached them.

No Cessation of Shipments.

Shipping agents at Newport News said that the submarine will not cause any cessation of shipments from there to the allied countries.

Lieut. Hans Berg and the crew of the German prize ship Appam, interned at Newport News, received the news of the arrival of the U-53 with great rejoicing. Berg would only say, however, "We have still greater surprises for you."

Sir Cecil Spring-Rice, the British Ambassador, thought so much of the presence of the U-53 that he telegraphed warnings to British vessels at Norfolk, Va. There were six of these which had already cleared. Four of the six turned around and came inside, while the others went on their way.

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RIGHTS OF U BOATS DEFINED BY WILSON

Washington Feverishly Awaits Details of the Stephano's Sinking.

FEARS PLEDGE VIOLATION

Vital Point Is, Did U-53's Commander Imperil American Lives?

WASHINGTON, Oct. 8.—From the beginning of the controversy with the Central Powers over the use of the submarine in warfare against merchant vessels President Wilson has taken the attitude that ordering the passengers and crew of a vessel into open lifeboats was not necessarily a compliance with the international law which requires that the lives of those aboard a merchant ship to be sunk shall not be put in jeopardy.

Interest of official Washington centred to-night, therefore, in the steps taken by the commander of the U-53 to insure saving the lives of persons aboard the vessels torpedoed. That, it was pointed out, was the one vital point. If passengers and crews, including many Americans, were put in danger, even if they escaped with their lives, it was shown, Germany would be in the position of violating the principles laid down in the American notes to which, in the reply to the Sussex note, she agreed to comply.

Citation in William P. Frye Case.

In the first Lusitania note putting those on board a vessel about to be torpedoed in open boats was spoken of as not in compliance with the spirit of the laws of humanity. The most definite statement of the American position on this question, however, was made in a note on the William P. Frye, dated October 12, 1915, which said:

"* * * the requirements in article 50 of the Declaration (of London) that 'before the vessel is destroyed all persons on board must be placed in safety' is not satisfied by merely giving them an opportunity to escape in lifeboats."

In reply the German Government made a definite pledge to assure itself of the safety of those aboard torpedoed vessels, but it limited the pledge to American vessels only. Its pledge read:

"In this the German Government quite shares the view of the American Government that all possible care must be taken for the security of the crew and passengers of a vessel to be sunk. Consequently the persons found on board of a vessel may not be ordered into her lifeboats except when general conditions, that is to say the weather, the condition of the sea and the neighborhood of the coasts, afford absolute certainty that the boats will reach the nearest port."

Secretary Lansing expressed the hope at the time that this pledge, although plainly referring only to American vessels, would be made to apply to vessels of all nationalities. The view of the American Government throughout was that nothing less would comply with international law, and that the fact that the destruction of a vessel by a submarine necessitated putting those on board in open boats was one of the reasons why submarines could not be used against shipping without violating the "principles of humanity."

Every bulletin, therefore, which threw any light on the condition of the sea, the weather, the distance from land and the general precautions taken to insure the boats reaching port in safety was received here with feverish interest. It was recognized that the submarine was operating within the scope of her rights in raiding English shipping, but the fact that early reports indicated the U-53 had put the lives of Americans in jeopardy was regarded as a grave matter.

Recalls First Lusitania Note.

In the very first note to Germany, following the sinking of the Lusitania, dated May 13, 1915, the following language was used:

"It is practically impossible for them [submarines] to make a prize of her [a merchant vessel;] and if they cannot put a prize crew on board of her *they cannot sink her without leaving her crew and all on board of her to the mercy of the sea in her small boats.* * * *

"We are informed that in the instances of which we have spoken, *time enough for even that poor measure of safety* was not given, and in at least two of the cases cited not so much as a warning was received."

The second note referred to this by plain implication in the following paragraph:

"Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for *so much as putting the lives of those on board the ship in jeopardy.*"

Sussex Note Still Sharper.

Finally in the Sussex note, that sharp and peremptory communication from the United States which brought a reply which the President decided to accept as satisfactory if the pledges were kept, reference again was made to lifeboats as a poor refuge in these words:

"* * * sometimes their passengers and crews have been *touchsafed the poor security of being allowed to take to the ship's boats* before the ship was sent to the bottom. But again and again no warning has been given, no escape *even to the ship's boats* allowed to those on board."

Therefore the American Government's conclusion that:

"It has become painfully evident to it that the position which it took at the very outset is inevitable, namely, the use of submarines for destruction of an enemy's commerce is, of necessity, because of the very character of the vessels employed and the very methods of attack which their employment of course involves, utterly incompatible with the principles of humanity * * *"

The insecurity of lifeboats thus was stated as one of the cardinal reasons why:

"Manifestly submarines cannot be used against merchantmen, as the past few weeks have shown, without an inevitable violation of many sacred principles of justice and humanity."

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ROOSEVELT AROUSED BY SUBMARINE'S RAID

Makes No Detailed Statement, but Emphasizes His Stand on Preparedness.

OYSTER BAY, Oct. 8.—Col. Roosevelt was deeply interested to-night when informed of the sinking of the British freighter West Point by the German submarine U-53 off Nantucket.

"Until I know all the facts," he said, "it will be impossible for me to make a detailed statement. But," and the Colonel pounded his desk vigorously, "you can say this for me: Every sentence I have ever uttered concerning the question of our international relations under the present Administration or concerning preparedness I meant—every word, and they can be applied to this case."

The Colonel indicated, however, that he considered the incident as tending to show beyond all doubt that the policy of the Wilson Administration with regard to submarine warfare and our international relations generally has been an utter failure. The opinion was also expressed by the Colonel that the sinking of the West Point may prove to be Germany's announcement of the resumption of real submarine warfare.

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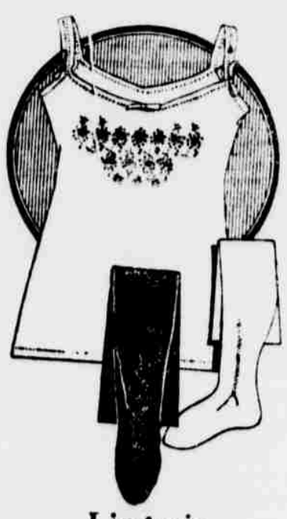

Lingerie

Negligees—in Crepe de Chine, Satin, Albatross and French Flannel; hand-embroidered, lace and ribbon trimmed $9.75 to 85.00.

Satin Robes—Japanese hand-quilted—$7.50.

Bath Robes in Terry, Eiderdown and Blanket—$3.75 to 11.50.

Silk Skirts in Silk Jersey, Soiree, Taffeta—$3.95 to 11.50.

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Gowns—Dainty scalloped and fine embroidered Philippine Gowns—$1.95, 2.95 and 3.95. Spanish hand-embroidered $3.95 to 4.50. French hand-scalloped embroidered—$1.95, 2.95, 3.95.

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