

harbors; any submarine of a belligerent that enters a neutral harbor must be held there and therefore the Allied Governments warn neutral Powers of the great danger to neutral submarines attending the navigation of waters visited by the submarines of belligerents.

Surprise Is Expressed.
"In reply to the Government of the United States, which has expressed its surprise that there appears to be an endeavor of the allied Powers to determine the rule of action governing what they regard as a 'novel situation' in respect to the use of submarines in time of war and to enforce acceptance of that rule, at least in part by warning neutral Powers of the great danger to their submarines in waters that may be visited by belligerent submarines.

"In the opinion of the Government of the United States the allied Powers have not set forth any circumstances, nor in the Government of the United States at present aware of any circumstances, concerning the use of war or merchant submarines which would render the existing rules of international law inapplicable to them.

"In view of this fact and of the notice and warning of the allied Powers announced in their memoranda under acknowledgment it is incumbent upon the Government of the United States to notify the Governments of France, Great Britain, Russia and Japan that so far as the treatment of either war or merchant submarines in American waters concerned the Government of the United States reserves its liberty of action in all respects and will treat such vessels as, in its opinion, becomes the prerogative of a Power which may be said to have taken the first steps toward establishing the principles of neutrality and which for over a century has maintained those principles in the traditional spirit and with the high sense of impartiality in which they were conceived.

"In order, however, that there should be no misunderstanding as to the attitude of the United States the Government of the United States hereby declares to the allied Powers that it holds it to be the duty of belligerent Powers to distinguish between submarines of neutral and belligerent nationalities, and that responsibility for any conflict that may arise between belligerent warships and neutral submarines on account of the neglect of a belligerent to distinguish between these classes of submarines must rest entirely upon the negligent Power."

PARIS VIEW OF RAIDS.

U.S. Is Political, Says 'Journal des Debats.'

PARIS, Oct. 10.—The two most representative evening papers of Paris, whose comments are frequently of a semi-official nature, devote considerable attention to the significance of submarine warfare in the present conflict. The 'Journal des Debats' says: "The time chosen for the resumption of submarine warfare corresponds to two necessities—the forthcoming Presidential elections and the political session of the Reichstag to-morrow," says the 'Journal des Debats'. "Severely attacked in the sessions of the committee and by the press of the neutral States, the German Government, wants to appear as a victor. That is why the session, first fixed for October 3, was successively adjourned to the 5th and 11th."

Intimidation to Fail.

"As to intimidating Mr. Wilson, Von Bethmann-Hollweg will succeed less now than before. If the President does not protest in a way which becomes the chief of a great State he will disavow himself. Last April he issued a pacific, certain number of demands. He cannot let them be openly violated."

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"Thank you Passengers!"

Hundreds of travelers every day show their pleasure and satisfaction over traveling on the Baltimore & Ohio by telling their friends—
About the splendid road-bed.
About the very newest types of day coaches.
About the model Pullman drawing-room, compartment and observation sleepers.
About the extra good dining service.
About the four splendid all-steel electric lighted through trains from New York to Pittsburgh and Chicago daily.
About all these trains running through Washington stop-overs allowed on through tickets.
Such returns justify the expenditure of \$100,000,000 spent in bettering our track, trains and equipment.
We try to make our service bear out the thought that "Our passengers are our guests."

J. B. SCOTT
Gen'l Eastern Passenger Agent
1276 Broadway New York
Telephone Madison Square 3076

Baltimore & Ohio

"Our Passengers Are Our Guests"

or consideration from the American authorities because of the possibility of their being commercial underwater vessels.
La Liberté says: "The day the Cabinet at Washington, failing to heed the warnings of the Allies, thought it duty to admit the unapproachable judicial theory of the commercial submarine it opened the door to all violations of international law. A submarine of commerce traced the way for a war submarine, and the American shores are now infested with them to the great prejudice of the commerce of the United States. The slightest concession to the Germans must be paid for."

GERMANS UPHOLD ROSE.

Say Sinking of Stephens Was According to Rules.

BERLIN, Oct. 10, via London, Oct. 11 (Wednesday).—A semi-official news agency prints a dispatch about the sinking of the Stephens and says: "In view of the circumstances existing could have been no torpedoing or sinking without warning. On the contrary, the vessel was unquestionably stopped by the U-33 according to the rules governing cruiser warfare, captured and sunk before she could be brought to port after the safety of the passengers and crew had been provided for."

COMMENT IN ENGLAND.

Officials Are Silent, but the Press Is Critical.

LONDON, Oct. 10.—All departments of the British Government are maintaining a policy of refraining from comment on the American attitude toward the German submarine activities off the American coast.
Walter Hines Page, the American Ambassador, had a conference with Viscount Grey, the British Secretary for Foreign Affairs, this afternoon, but the purpose of the Ambassador's visit was to discuss questions which President Wilson and Secretary Lansing had discussed with Mr. Page before the Ambassador left the United States. The submarine question was not raised unless by a Foreign Secretary.
The submarine campaign continues to be the chief topic in the English newspapers. Naval writers maintain that the Washington official attitude, protesting against the presence of British cruisers on the American coast, cannot fairly countenance this submarine campaign, which they hold constitutes a greater cause for complaint and protest than any which could have been based on British naval movements.

GERARD, RETURNED, SILENT ON MISSION

Continued from First Page

mission boat had come alongside the liner at Quarantine.
The Ambassador's brothers, Sumner and Julian Gerard, also had gone down to the bay early in the morning and with collector Malone joined Ambassador and Mrs. Gerard and the reception committee aboard the liner and guests on the Patrol to Pier A.
The photographer persons, movie and still, kept the Ambassador and his wife during most of the run up to the Battery. Between snapping of pictures, however, Mr. Gerard had time to answer many questions.
Much uncertainty exists in insurance circles here regarding quotations on transatlantic voyages. Some underwriters already have raised the rate on cargo to 40 shillings per cent, as against the Government rate of one guinea (21 shillings), but there is no consensus in the market as to whether the risk warrants any further abnormal advance in the quotations. The discussions still are proceeding with the hope of arriving at some final basis.

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Open Letter to New York Merchants

Gentlemen: October 11th, 1916.

It is difficult to understand the reason why so many merchants in this City do not insure the integrity of their "confidential" men!

It is safe to say that in the past five years there have been a great many defaults of "confidential" and "trusted" employes in New York, where actual serious financial embarrassment was experienced by merchants.

Heretofore, some merchants were disinclined to ask old employes and associates to give a bond, for various reasons, but, year by year, our records unmistakably demonstrate that this condition is rapidly disappearing. It should be so! No prudent man will expose himself, his family, his associates and creditors to heavy financial loss, due so many times, not to a deliberate intention of the trusted employe to defraud but to temporarily "borrowing" a large sum of money without consent, to help out some relative or friend who is in need for a short time; then followed by disappointment and efforts to retrieve the loss by speculating, etc., with more "borrowing" of the employer's funds, followed by further disappointment, then bookkeeping manipulation and financial embarrassment to the employer.

A bond creates a strong restraining influence—a moral effect upon all men, and employers owe a duty to every confidential man to strengthen his power to resist temptation, no matter how strong a character such employe appears to be. However, we can bond your employes without their knowledge if it be desired, but, because no moral effect is obtained by this method, an increased premium is charged.

A \$50,000 fidelity bond costs \$250.00. Can you afford to expose yourself and associates when for such a small sum you can be absolutely protected?

We have paid in claims over fifteen million dollars, and are by far the largest and strongest surety company in the world!!

We deal with an average of over eleven defaulters per day. During the year 1915 we received 3,785 claims.

Respectfully yours,

National Surety Company

115 BROADWAY, NEW YORK, N. Y.

REMEMBER THIS: We bond more people than any other Surety Company in the World!

THE WORLD'S LARGEST SURETY COMPANY!

Wanted: Men for various positions.

WILSON TOLD ABOUT U-BOAT BY LANSING

President and Secretary Confer at Shadow Lawn and Will Resume To-day.

FEAR WARFARE SO CLOSE

Officials Afraid Submarines Will Make Mistakes and Sink Wrong Ships.

LONG BRANCH, N. J., Oct. 10.—President Wilson and Secretary of State Lansing discussed in detail at Shadow Lawn to-night the German submarine attacks on merchantmen Sunday off the New England coast. The conference lasted until a late hour and will be resumed to-morrow morning.

It was indicated by officials to-day that facts so far collected through Governmental agencies have disclosed no grounds for drastic action by the United States because of the attacks themselves. No evidence has been found that international law was violated by the German submarine or submarines.

It was understood, however, that the President and Secretary Lansing discussed the wisdom of pointing out to Germany the inadvisability of operating her submarines in close proximity to the territorial waters of the United States.

Warfare So Close Opposed.
Administration officials took the position that the transferring of submarine warfare so close to America's shores was fraught with grave danger because of the possibility of mistakes being made by submarine commanders. Reports that strong sentiment exists in Germany for the resumption of submarine warfare on a broader scale caused some alarm among officials.

The announcement of Counsellor Polk of the State Department to-day that the United States would accept the contentions of the Entente Allies that neutrals should deny the use of their harbors to all submarines preceded the arrival of Secretary Lansing here. The President and the Secretary of State went over this point in connection with the discussion of the entire issue.

The arrival of Mr. Gerard, American Ambassador to Berlin, in New York shortly before Mr. Lansing left that city for Shadow Lawn, added interest to the meeting between the President and Mr. Lansing because of the fact that the Secretary saw Mr. Gerard at luncheon in New York.

Note to Britain Recalled.

In discussions of the submarine attacks officials here referred to diplomatic correspondence between the United States and Great Britain beginning in 1914, in which the American Government protested against the patrolling of the British coast outside the three mile limit by British warships. This was pointed to as providing a precedent for protesting against the proximity of German submarines to the American coast.

The Secretary of State, Mr. Lansing, Branch at 5 o'clock on the same train with Mrs. Wilson and Miss Helen Woodrow House, the President's cousin, who spent the day shopping in New York. Mr. Wilson was at the station to meet them. It was the first time he and Mr. Lansing had seen each other since the President left Washington early in September.

TWO MORE U-BOATS SEEN.

Reports of submarines came from both Savannah and Boston yesterday. The Savannah U-boat was sighted off Tybee Island, just below the city, and those who said they saw it reported it to the customs officials and to the British Consul. They could not determine its nationality, they said. Navy Department officials in Washington said that no American submarine was in the vicinity of Tybee Island. A Boston tugboat captain reported that he had seen something resembling a U-boat between Boston Light and Minot's Light, well inside the three mile limit. He saw it early in the morning, he said, and the light was on.

FRENCH LINERS ARE HELD UP.

Plans for Return of American Industrial Commission Report.
Paris, Oct. 10.—Plans for the return of the American Industrial Commission to France were thrown into disorder by the news which reached them to-day at Chalons of the German submarine campaign in American waters. The Commissioners upon reaching Paris this evening learned that the Lafayette had not sailed and from Bordeaux that it was quite uncertain when the Rochambeau, on which the Commissioners intended to depart, would leave. It is likely that they will return by way of England, taking an American liner.

Macy's

The Ideal Winter Outfit For the Chauffeur

Overcoat, \$21.75
Suit, \$15.75
Cap, \$1.75
\$39.29 Complete

Instead of using whipcord for the overcoats of our standard winter outfits we have used a heavy frieze this year because of its superior wearing and warmth-giving qualities, two important features that will be appreciated by the man at the wheel.

The Overcoat is double-breasted and wool lined throughout, buttons to neck, and has convertible collar, wind cuffs and belted back. The Cap is made of either frieze or whipcord.

The Suit is all wool whipcord, in color matching the overcoat, smart, semi-Norfolk coat, full Venetia lined. Trousers full length or knickerbockers.

—Fifth Floor, 84th Street, Front

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Continued from First Page

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GREEK LINER SAW U-BOAT SIGNALLING

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