

WILSON GRAPPLES WITH WAR TANGLE

He Is Preparing to Round Out a Policy to Safeguard Neutral Rights.

NO BACKDOWN ON U-BOATS

Entente Allies' Trade Restrictions Cause Study of Retaliatory Measures.

WASHINGTON, Nov. 19.—A portentous and complicated international situation now faces President Wilson and for the next few weeks will engage his attention and that of his advisers to the practical exclusion of all but the most urgent of domestic subjects.

In the last days of the campaign Secretary Lansing frequently spoke of the necessity of action on the more delicate international questions because of the uncertainty of the outcome of the political contest had a direct action on the question of failure of some of the Administration policies.

From now on the President expects to deal with all foreign questions without embarrassment and he is receiving from his advisers a series of reports on the basic situation which must be met now that international relations have returned to their place of prime importance.

Evidence of the Urgency.

While it is not evident that there will be any fundamental change in policy, freedom from fear that any move at all would mean a serious international situation and their immediate return to Washington indicate how pressing they feel the situation to be.

The President must decide how the United States shall meet the German submarine situation on the one hand and the Entente Allies' trade restrictions on the other, whether the retaliatory legislation shall be enforced, whether the traditional theory of isolation shall be abandoned for concerted neutral action.

Another matter for decision is whether during the rest of the war America's policy should be governed by a decided benevolence in the interpretation of international law according to its own best interests or by strictly legalistic regard of whom it affects.

U-Boat Problem.

Most disturbing of the problems in the submarine situation with Germany. Five critical cases are pending, one involving a loss of six American lives, two others involving American ships. Increasingly serious is the fast growing conviction that any kind of general submarine warfare even if conducted within the moderate rules as to giving warning and affording some measure of safety of passengers, is intolerable.

Germany is known to be rapidly building submarines and there is the possibility of a starvation campaign against England. Its effects would concern all the United States merchant ships and it is difficult to avoid complications.

The American attitude is flat and final. No technicalities will be admitted. Ships must not be sunk without warning or without provision for the safety of passengers. The armed merchantman issue undoubtedly will be advanced by Germany, but will not be accepted.

Secretary Lansing foresaw it last March when without announcing his reason he declared that mer hull vessels could carry small defensive armament. If that endangers submarines, it merely emphasizes part of their weakness. The United States, anxious as a pacific nation, opposed to armament, to increase the power of submarines recognized their shortcomings, especially in their vulnerability if surprised and attacked.

Next Step for Berlin.

The future of the submarine situation is felt to rest entirely with Germany. With the American attitude known the next step must come from Berlin. Two possibilities are feared: Either that Germany will decide she can starve England by an undersea campaign or that she may endeavor to involve this country, and thus insure the participation in peace conferences of a generous enemy inclined toward just peace terms.

Beyond this the Lusitania case remains unsettled. Germany has admitted liability and offered indemnity. But the delicate matter of its amount has not been settled. Attempts made to close the issue have been repeatedly blocked by unexpected new U-boat complications.

The ravages of the U-53 off New England were depressing to the Government, but the incident was viewed as isolated. It was said that a continuation of the practice would not be permitted, as it would constitute a practical blockade of American harbors.

Relations With Entente.

Relations with the Entente Allies are less clear cut, less dangerous, but perhaps more nagging. Sea power has enabled them through the blockade to control the rationing of Holland and all Scandinavia, to prohibit imports into this country except under guarantee, to seize and censor the mails, to impose the blockade, to destroy virtually all foreign trade hostile to them and divert all American commerce to their own use.

Constant belligerent encroachments on neutral rights have led President Wilson to say that neutrality is "impossible." War has become so worldwide, so unlimited as to national boundaries, that it is no longer the hostile army, but the hostile state—men, women and children—with its outposts all over the world, that is involved.

The rationing of Holland, Norway and Sweden and Denmark has been bitterly condemned in the blockade notes, where it has been held to be an absolutely unbearable interference with neutral trade directly between neutral countries.

England invokes the doctrine of continuous voyage, and allows only such goods as to enter the neutral countries to meet their minimum needs, despite the fact that goods imported to a neutral country become part of its capital stock, subject to reexportation if desired.

A real test of "business practice" has been the Entente allied censorship of mails, which has been called "vexatiously international." Here again is an absolute interference between neutral and belligerent rights.

Neutrals have the right of inviolability of genuine correspondence; belligerents

RELIEF OF CROWDED STREETS DEMANDED

Protests Pour In From Many Sources—Campaign to End Congestion Praised.

COURT AND POLICE TO AID

New Subway Work Will Be Rushed—Many Plans Are Suggested.

The crisis in traffic conditions in Manhattan, the increasing congestion that threatens the safety of Broadway and Fifth avenue—as revealed in yesterday's Sun—evoked demands for early relief from many sources yesterday. Because the leading of vehicular and pedestrian traffic is brought to a standstill every hour, because the menace to life is advancing with like strides, two important steps have been taken.

1. The Board of Aldermen will ask the Public Service Commission to hasten subway construction work so that new avenues may be opened to reduce the pressure on the two main arteries of travel.

2. That reckless and careless driving of motor vehicles may not add to the congestion already heaped in the situation, Magistrate Frederick R. House of the Traffic Court and Police Commissioner Woods have sounded a warning of prison penalties for offenders.

Following on this Travis H. Whitney, Public Service Commissioner, said yesterday that every means will be employed to finish the Seventh avenue subway within three months, if the city does its part in giving the reconstructed thoroughfare a suitable paving before the end of the winter Seventh avenue will take part of the burden off Fifth avenue and Broadway.

Campaign Is Approved.

The Sun's presentation of the causes, results and remedies for the situation brought approval yesterday from members of the Fifth Avenue Association, the revitalized Broadway Association, the Automobile Club of America, and other civic organizations. A number of officers of the municipality are to bring the subject to official discussion at the earliest possible date.

Particularly impressed with The Sun's campaign was Raymond B. Folsom, former Commissioner of Accounts. "Necessarily as traffic is governed by the police in all big cities, his investigations involved study of the conditions. Hence his impressions are of importance. Not in any city of the world have I seen a situation as serious as that which we have with us," he said.

"As predicted at the time the great Chelsea movement occurred," reports Gen. Goethals, "the slides will be overcome finally and for all time, notwithstanding the calamity hovers and in spite of the disastrous predictions of the 'know it alls.'"

In the latter class Gen. Goethals does not specially include Prof. Benjamin Leach Miller, who occupies the chair of geology at Lehigh University, but refers to his "dire predictions," which, he says, were based upon an examination of that occupied "fully three or four hours of his time."

Gen. Goethals calls attention to the seismic disturbances on the canal. The United States military at the Barbours Heights station during the fiscal year. He makes no prediction concerning the dangers from earthquake shocks.

BERNHARDT TO AID BLIND.

Will Appear at Entertainment Dec. 3 for Stricken Fighters.

Mrs. Sarah Bernhardt has agreed to give her services at an elaborate benefit performance to raise money for the B. F. B. Permanent Blind Relief War Fund for soldiers and sailors. The money is to be used to give lasting constructive relief to those made blind in the war.

In a letter to George A. Kessler of the fund's executive committee Mrs. Bernhardt says: "I am profoundly grateful to you for the benefit of your idea, and thus going to give my first performance in New York before the dear public to which I have guarded my very tender friendship, under the auspices of your admirable work."

"What you have done and what you are doing without ceasing for our unhappy soldiers who are forever deprived of the light of the sun by the cruelties of war has created another fraternal lien between our two republics."

"France, wounded but not vanquished, is vibrating and proud of the love she has inspired in America, and I—only an infinite atom of my dear country—I thank you with all the strength of my soul for having chosen me for this most beautiful manifestation of art, of patriotism and of charity."

"Vive l'Amerique."
"Vive la France."

The entertainment will be given at the Hippodrome on December 3. Seats will be auctioned at 4:30 Friday afternoon at the hotel. The patronesses and patrons include Mrs. John Astor, Mrs. J. Stewart Barney, Mrs. A. P. Belmont, Mrs. William Astor Chanier, Mrs. Hobart C. Hatfield-Taylor, Mrs. Henry Clews, Mrs. Cornelius Cuyler, Mrs. Ralph Sanborn, Mrs. H. Satterwhite, Mrs. George J. Gould, George F. Baker, George J. Gould, Otto H. Kahn, Mortimer L. Schiff, Ellhu Root and Henry C. Frick.

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WATERBURY AMERICA'S PHYSICIAN YOUR PHYSICIAN PRESCRIBE IT BOTTLED AT FRENCH LICK SPRINGS, IND.

POLICE ON WATCH FOR BOGUS FIRE BADGES

Wearers of Silver Plated 'Buff' Variety Will Get Rough Handling.

Commissioner Robert Adams is anxious, at the very best, for a crowd of well meaning gentlemen with nickel plated badges bearing the mystic word "buff" to be thrown outside the fire lines after being deprived of the emblems. "Buff" is a title which enables a civilian holder to enter the fire lines.

Orders were issued to the police in all boroughs last night to pick up all such badges and eject their wearers from inside the fire lines henceforth. William Bruce Brown, James M. Leopold, Henry H. Curran, Robert Maliner, Father Vincent de Paul McLean and others of the Ancient Order of Buffs of the Fire Department heard a garbled version of the order which caused them to fear they were in disfavour.

Then the Fire Commissioner explained. For some time past selling nickel plated fire badges with the word "buff" on them has been a profitable industry. The vendors, alleging "ignorance," were willing to get the prospective buyer a badge for about 425. They sold many of them. The Commissioner noted recently that at big fire here were more people inside the ropes than outside. An investigation followed.

Not only the "gold badge buffs" but even the humble buffs who spend all their spare time in engine houses and help drag hose at the fires are safe now as ever in their privileges, if any company commander vouches for their sincere fanaticism.

The first affairs for debutantes, a luncheon given by Miss Mollie Johnson, daughter of Mr. and Mrs. Paul Johnson, and a tea in the afternoon by Miss Mary Lord Andrews, a bud of last year, whose festivities were curtailed by the death of her father, Prof. Elphalest Andrews, will be given to-morrow.

GIVES \$50,000 FOR CATHEDRAL. James Barber Offers to Pay for Site in Newark Diocese.

NEWARK, Nov. 19.—The Right Rev. Edwin R. James, Bishop of the Episcopal Diocese of Newark, has announced a contribution of \$50,000 from James Barber, a member of St. Paul's Episcopal Church, Englewood, to the cathedral fund.

Some time ago a cathedral chapter was organized in the diocese, its object being to raise funds to erect a million dollar cathedral in this city, on the west side of the street, between the north and south as well. This would leave the avenue free for vehicular traffic and stop in it the traffic of the city.

"The remedy that at once suggests itself is to have underground pedestrian tunnels or bridges over the street, not only between the east and west side of the street, but the north and south as well. This would leave the avenue free for vehicular traffic and stop in it the traffic of the city."

"Only in one spot in London is there anything that approaches the Forty-second street jam—the distance between Madison House and the Bank of England, where eleven streets converge. They have seventeen policemen to handle the crowds there. Our streets are not only denser, but they are growing daily."

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"Primarily the fault—as The Sun pointed out—is that we have too few north and south arteries. London, Paris, Vienna, Berlin and most of our big American cities are circular. Consequently there is an equal division of the city's population and suffer because of its elongation.

"Eventually, and I see no other way out of it now, we will have to make Fifth avenue one way street for certain hours of the day. For instance, we will shut out of it all but southbound traffic up to 10 o'clock in the morning, between that time and 4 o'clock the street will be open in both directions. After 4 it will be restricted to traffic bound north."

"It will be unfortunate when we are forced to that; there will be protests from all sides, but in lieu of other means for relief we will have to do it. At the rate our automobiles and motor trucks are increasing it will be impossible to give them the run of both directions. The remedy is severe, but we are dealing with a desperate disease."

"Our subway construction work ought to be hastened in every possible way. The improvements planned for Park avenue and the re-paving of Seventh avenue will do much to help. The problem is big, it is menacing; we ought to give it immediate and most serious consideration."

Should Hasten Work. Travis H. Whitney has grown up with the traffic question of New York. Ever since the formation of the Public Service Commission he has been with it.

BRYAN IN POLITICS TO MAKE NATION DRY

Declares in Favor of National Prohibition in Addressing W. C. T. U.

INDIANAPOLIS, Nov. 19.—William J. Bryan, in addressing the national W. C. T. U. convention here today said he did not dead politically, but asserted that "the is in politics with both feet." He declared that he was in favor of national prohibition.

"I love my party and because of my love for it I hope and feel that it will be a 'dry' Democracy," said Mr. Bryan. He said further that in spite of his desire to see national prohibition come through Democratic influence, his prayers for a saloonless nation extended beyond party lines, and that he would not necessarily sway the triumph of the prohibition cause through the Democratic party, but would welcome a 'dry' trend through the Republican party.

He also asserted the trend of circumstances of the last few years was such that he was hopeful of a constitutional amendment perhaps as soon as 1920.

BRYAN QUILTS NEBRASKA. May Have Voting Residence Hereafter at Asheville, N. C.

OMAHA, Neb., Nov. 19.—As one of the results of the recent election Nebraska is to lose William J. Bryan. To be repudiated and turned down twice in one campaign is too much for Mr. Bryan and he has gone off to Florida in a huff.

He has dismantled his home at Fairview, shipped a portion of the furniture to his winter home at Miami, Fla., and is sending his splendid library, the pride of his heart, to his summer home at Asheville, N. C., at which place it is said he will hereafter have his residence and cast his vote.

Fairview is said to be for sale, although Mr. Bryan's brother, C. W. Bryan, denies that Mr. Bryan has left Nebraska for all time.

It is said in political circles that Mr. Bryan, having been entirely deserted by Nebraska Democrats, is now preparing to leave the party entirely and announce himself an out and out Prohibitionist. Many Nebraska Democrats believe he has his eye on the Prohibition Presidential nomination in 1920.

Mr. Bryan has been absolutely deposed as the Democratic leader in Nebraska, and the man who deposed him, United States Senator G. M. Hitchcock, was last week re-elected to the Senate over Bryan's most determined opposition. Furthermore, Keith Neville, an unknown, unheard of young man from the western part of the State, was picked up by Hitchcock and thrown at the heads of the Nebraska Democrats, is now preparing to leave the party entirely and announce himself an out and out Prohibitionist. Many Nebraska Democrats believe he has his eye on the Prohibition Presidential nomination and afterward elected Governor over the opposition of both William J. and C. W. Bryan and all their friends.

Mr. Bryan's first defeat of the year was when Nebraska Democrats refused

to send him as a delegate to the Democratic national convention. His humiliating defeat was laid at the door of the Hitchcock organization. The same organization defeated Bryan's brother for the gubernatorial nomination.

The Hitchcock organization nominated them; now let the Hitchcock organization elect them," the Bryans said. And the Hitchcock organization elected Hitchcock, Neville and the entire State ticket, although the Bryans and their friends opposed the ticket at every turn.

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