WEATHER FORECAST:
Rain and Cooler Tonight.
(Full Report on Page Two.)

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WOMEN AND BABIES, U-BOAT VICTIMS, SAVED AFTER DRIFTING HOURS AT SEA

RIVAL LEADERS STILL IN DOUBT AS TO HURLERS

But Critics Pick Coombs and Ruth to Work in Today's Game.

CHENEY MAY BE ELECTED

BOSTON, Oct. 9.—Doubt still existed early this afternoon as to who would be selected to perform on the mound for the Red Sox and Dodgers in the second game of the world's series today.

Manager Robinson for the Dodgers had not made up his mind as between Coombs and Cheney, and Carrigan had not announced definitely which one of his flingers he would start.

PICK COOMBS AND RUTH.

Several critics, who claim to be among those who know, protest that Larry Cheney will be elected to serve 'em up to the Red Sox, but Coombs appeared more likely.

Coombs' past world's series experience, his knowledge of the game, and the successes he has had all point to him as the real candidate.

Babe Ruth is conceded to be Bill Carrigan's best bet, and he is expected to assume the mound duties for the Boston Red Sox.

Although defeated in the initial contest, confidence has come to the Brooklyn camp. That ninth inning Saturday has shown the Dodgers that Boston pitchers are not beyond being hit, and they are primed to go after anything the Sox have to offer.

Early today the weather man was threatening to take a hand in affairs. The day broke with clouds and fog and a small rain helped along the gloom. Later, however, the sun appeared.

Confidence among the Brooklyn players is born of the grand finale in Saturday's ninth-inning when four Brooklyn runs sent Shore beating it for his street clothes.

Can Hit Pitchers.

Smothered on their first world's series conflict, bewildered by an attack and defense which left their heads swimming, the Dodgers discovered with quite a bit of surprise that they can hit Boston American League twirling with almost as much eclat and gusto as the National League kind.

Their bats grew decidedly menacing to the Boston aspirations in that final chapter, and they will go into this second fray eager for a chance to get a crack at some more of Bill Carrigan's stars.

It might be remembered that three members of the Dodger wrecking crew were not implicated in the attack which routed Shore. Neither Wheat, Daubert, nor Cutshaw hit safely in the wind-up, although each of these maulers had a chance.

In fact, Daubert and Cutshaw went through the afternoon blowless. If the Dodgers can accumulate ten hits with these bludgeon-wielders unconscious so far as all batting purposes are concerned, there is no telling what will happen when they get going.

Tactics of Rival Clubs.

The tactics of the two clubs today should prove a fan-killing feature. In the first squaring off of the rival hordes, Brooklyn's game was a wide open, hit and run, smash or get smashed. On the other hand, the Red Sox adroitly worked men to bases, ahead to another by a sacrifice, and then endeavored to drive them home by clean hitting.

Every run was worked for. Not a man was wasted when once he reached a base. Other clubs have found this system poor against the Dodgers, and the Red Sox surely passed through a burning moment in that ninth inning.

Consequently, it will be interesting to observe its success in another effort.

Betting was absolutely quiet in the morning hours today. Likewise the crowd was stubbornly quiet. Announcement that the tickets were to be placed on sale at Braves Field, some grandstand admissions included, did not create any mad dash for that vicinity.

Betting odds still favored the Red Sox, and they were being quoted at 2 to 1 in some places on the series. Betting tightened on the outcome of the day's game when the spectators began to figure that Jack Coombs would face the home guard. Bets were being placed at 10 to 8 and 10 to 7 on this conflict.

Osborne Resigns As Sing Sing Warden

BUFFALO, N. Y., Oct. 9.—Thomas Mott Osborne, philanthropist, reformer, and "golden rule" warden of Sing Sing prison, has resigned as warden, State Superintendent of Prisons James M. Carter announced today. The resignation will take effect October 16. The resignation was voluntary, Carter added.

WILSON'S STATEMENT ON NEW U-BOAT WARFARE

LONG BRANCH, N. J., Oct. 9.—The German government "will be held to the complete fulfillment of its promises to the Government of the United States," President Wilson said today in a statement to the American people, upon the German submarine attacks off New England.

The statement follows:

> The Government will, of course first inform itself as to all the facts, that there may be no mistake or doubt so far as they are concerned, and the country may rest assured that the German government will be held to the complete fulfillment of its promises to the Government of the United States. I have no right to question their willingness to fulfill them.
>
> WOODROW WILSON.

The German submarines active in the steamship lane off Nantucket complied with all rules of international law before acting, Secretary Daniels informed the President in a preliminary report today.

Daniels reported early advices received show no loss of life as the result of the submarine attacks, and that the submarines gave full notice of their intentions before sinking any of the vessels.

NAVY DEPARTMENT ADVISED OF RESCUES

220 Passengers and Crew of Five Sunken Vessels Are Reported Saved.

Rear Admiral Austin M. Knight reported to the Navy Department today the rescue of 220 passengers and crew, including thirty-three women and ten children, from five of the six vessels sunk by the German submarine U-53 off the New England coast yesterday.

Up to noon no report had come from Admiral Knight regarding the crew of the British steamer Kingston, who were reported in open boats off Nantucket lightship.

A report from Admiral Knight, giving a summary of the rescue work is as follows:

"Approximately 220 have been rescued, including thirty-three women and ten children. The vessels sunk were the West Point, Strathdene, Stephano, Kingstod, Bloomersdijk, and Christian Knudson.

"All hands were saved in each case except the crew of the Kingston, which is supposed to be in boats near Nantucket lightship, but have not yet been found.

"The destroyers are continuing the search. All survivors are being cared for and full information has been given to the press as fast as received."

Admiral Knight added that the Bloomersdijk was only partially sunken, and has been reported as a menace to navigation.

Secretary Daniels praised the work of the seventeen destroyers in Newport Harbor in getting to the rescue of the submarine victims. The destroyer Jarvis put to sea for rescue work fifty-six minutes after its orders were received, Secretary Daniels said, and the other sixteen destroyers were at sea twenty minutes later.

Gerard Expected To Land Tomorrow

Liner With Ambassador on Board Expected to Dock at 8 A. M.

NEW YORK, Oct. 9.—The Scandinavian-American liner Frederick VIII, bearing Ambassador Gerard of Berlin, will dock here at 8 a. m. tomorrow, according to a wireless from her captain today.

BURNING STEAMER NEARING NORFOLK

Water Pumped Into Hold Subduing Flames.

NORFOLK, Oct. 9.—The burning steamer Antilla, in tow of the coast guard cutter Onondaga was sixty miles off Norfolk at noon today.

Water pumped into the blazing liner by the naval tender Sonoma, was rapidly subduing the flames. She is expected to arrive at Norfolk late this afternoon.

Whole Greek Fleet Now Joins Revolutionaries

ROME, Oct. 9.—The whole Greek fleet has now joined the revolutionary movement, said an Athens dispatch today.

BRITISH TO MAKE NO U-BOAT PROTEST

Has Already Declared Against Receiving Submarines and Will Stand Pat.

Contrary to the belief which has hitherto prevailed, the British government will not make a protest to this Government against the U-53 being allowed to enter Newport and depart as an ordinary warship.

This statement was made today on high authority close to the British embassy.

It was stated that Great Britain would not rush in with a protest now, because it had already clearly defined to this Government its views relative to submarines. It is already on record against submarines being treated in accordance with the usual practices which apply to ordinary warships.

That being the case, it is understood the British government will simply stand pat.

The view of the British government is that it is up to the President of the United States to assent to the British view or to refuse to do so.

Whether later on the British government will put in claims for vessels destroyed off the coast of this country is another matter. However, there is no parallel between the case of the U-53 which put into Newport and got no supplies or equipment, and hurried out again, and the case in which France held Spain to account for the destruction of a French vessel by a German craft, which had just come out of a Spanish port.

In the latter instance, as understood here, the German craft remained for a considerable time and was provisoned.

Secretary of State Lansing officially announced today that the United

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Americans Who Were Set Adrift

Thirty Aboard Stephano When She Was Attacked by German U-Boat.

HALIFAX, Nova Scotia, Oct. 9.—Following is the list of first and second cabin passengers on the S. S. Stephano:

William Bierschenck, German-American; J. Canchez, R. Fernandez, F Anqua, F. Fernandez, Spanish; J. Johansen, Norwegian; Mrs. E. Rickson, Newfoundland.

Following are Americans:

J. E. Evans, W. C. Ellis, W. J. Levison, J. Stewart, C. Bostwick, F. Bostwick, E. Saxon, M. Hartis, H. F. Graham, J. L. Taylor, G. Hurlburt, H. Hurlburt, H. J. Barnum, R. B. Ludy, N. Huffman, F. Jennings, C. Evans, S. Evans, C. F. Ulrich, S. Wilson, J. Wilson, J. O. Andrew, M. Curtis, L. Howley, V. F. Burke, M. Kennedy, M Cutler, P. Fitzpatrick, G. Gregory, — Kennedy.

Following belong to Newfoundland: E. A. Butler, H. Trambelt, M. Driscoll, P. Haley, G. McGrath, J. O. Marsh, H. Rowe, Mrs. E. Rickson.

Following were from Newfoundland: C. Leate, E. M. Kain, L. Leate, V. Squires, M. Gosse, A. Lawlor, A. Hickey, R. Kain, J. Kain, F. O'Toole, M. Brown, G. Fellham, M. Doyle, A. Carew, C. Carew, K. Ludridgan, S. Fagles, S. L. Shephard, M. Griffin, A. Norris, A. Conway, M. Casch, F. Perry, C. Gushin, N. Gushin, J. Fenner, Saunders, M. Clouter, W. H. Clouter.

Following are Canadians: R. E. Tough, Miss Sylvia Carew.

TWO U-BOATS ARE OPERATING OFF U. S. COAST

Stephano Passenger Says She Saw U-61 on Submersible Which Sank Ship.

NINE VICTIMS NOW RUMORED

BOSTON, Oct. 9.—A German submarine, other than the U-53, halted the Hawaiian-American steam Kansan, officers of that vessel declared on reaching port here today.

Their statement, after viewing a photograph of the U-53 taken during the latter's hurried call at Newport Saturday, was taken as conclusive proof that more than one German submersible operated off the New England coast over Sunday.

After studying the photograph, both officers and men said the ship halting them was different and that the men aboard were not the same as those depicted on the U-53.

The submarine raider did not board the Kansan. Instead, the German captain hailed the vessel from deck, after spotting her American flag, and the U-boat ducked out of sight just as abruptly as it had appeared, after being shown the Kansan's papers and having them explained.

A dispatch from a United Press staff correspondent at Newport declares Miss Margaret Wilson, of Williamstown, Mass., who is no kin to President Wilson, stated positively that she saw the name U-61 painted on a life preserver of the submarine which sank the steamer Stephano. Miss Wilson, who was a passenger on the Stephano, said she looked at the submarine through glasses, and declared she could not be mistaken on the letter and figures she saw. As the fighting submarine which put in at Newport was the U-53, this would definitely account for two submersibles.

At Nantucket a report has been picked up that two or three submarines are in action and that the number of ship sunk is now eight or nine.

The theory that there is more than one submarine off the coast was also borne out by the story told by Capt. E. L. Smith, of the Kansan.

Smith declared that he had hardly

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U-BOAT RAID SENDS STOCK PRICES DOWN

NEW YORK, Oct. 9.—German submarine activities off the New England coast started a near-panic in Wall street today, causing a break in prices on the New York Stock Exchange of 3 to 16 points with a few minutes after the opening.

Thousands of small speculators who have been playing the booming market for four weeks saw their accounts wiped out as prices tumbled before an avalanche of selling orders. United States Steel dropped 4 to 7 points on the first sales and soon added another point to its loss, selling at 108. Marine preferred showed a 13-point loss at 106½.

Some recoveries were made by 10:30 o'clock. Republic Steel, which dropped sixtee npoints to 60, came back to 76. United States Steel rebounded four points to 112, and Union Pacific sold at 148½. A total of 1,173,000 shares had been sold at noon.

Prices again sagged at noon, United States Steel breaking to 108 and Republic to 72¼.

French Transport Sunk By Torpedo

Thirteen Hundred of the Survivors Are Landed at Sardinia.

PARIS, Oct. 9.—The transport Gallia, carrying 2,000 French and Serbian troops has been torpedoed. The torpedo exploded the transport's cargo of munitions.

Up to the present 1,362 soldiers have been rescued. The survivors were landed at Sardinia.

The Gallia was built in 1913, displaced 14,966 tons, and was 574 feet long with a 62-foot beam. She was registered at Bordeaux and was in south Atlantic service before the war.

Japanese Premier Completes Cabinet

TOKYO, Oct. 9.—Marshal Count Terauchi, new Japanese premier, has completed his cabinet with the appointment of Statesman Motone as foreign minister.

German Ambassador Who Called on Wilson

COUNT J. H. VON BERNSTORFF.

BERNSTORFF SEES PRESIDENT WILSON

Chief Executive Takes Up Latest Developments in U-Boat Issue With Him.

ASBURY PARK, N. J., Oct. 9.—When President Wilson saw Ambassador von Bernstorff at 1 o'clock today, he took up in full the latest developments in the submarine issue between the two governments.

In official circles, the situation was regarded as fraught with ominous possibilities, but pending definite word from von Bernstorff and from official Government reports, no conclusions were ventured by officials here.

Ambassador von Bernstorff arrived here earlier than was expected, succeeding in avoiding newspaper men.

All during the night and morning telegraphers worked with Washington to learn whether the German U-boats had violated the pledges given by the imperial government in the past. But it was not until noon that Secretary Daniels telegraphed that the rules established by the United States had not veen violated.

The deepest anxiety over the situation was manifest, but official action and official comment were withheld in keeping with past rules not to act without full facts.

Messages from the State and Navy departments early today said these branches were hard at work garnering information and would rush it through the moment it was obtained.

Count von Bernstorff's visit is assumed to be, as stated, for the purpose of delivering Kaiser Wilhelm's answer to the President's personal appeal for cooperation by European rulers to help starving Poland.

Nevertheless, some saw in the visit an extra significance in view of rumored peace moves by Germany, as well as the fact that German raiders so spectacularly sank ships off the American coast.

Lost Doll and Torn Hand U-Boat Casualties

NEWPORT, R. I., Oct. 9.—One baby doll lost and one mother's hand badly lacerated—these were the only casualties attending the sinking of the liner Stephano by a German submarine.

As one of the small boats was drawing away from the liner's side, a little girl dropped her doll overboard. She began crying. Just as the mother reached out to rescue the doll a wave rolled the lifeboat against the Stephano and her hand was crushed.

FOUR U.S. DESTROYERS SAVE 216 PERSONS FROM SUNKEN SHIPS

One Warship Alone Brings Fourteen Infants In from Torpedoed Excursion Steamer; Fear Felt for Kingston's Crew.

NEWPORT, Oct. 9.—Dripping with brine, which stood out like sweat on their steel sides from prodigious efforts of rescuing passengers of six torpedoed merchant ships, four United States destroyers arrived here before dawn today, bringing the first stories of the European war carried to America's doorstep.

While powerful searchlights flashed and whistles sounded, the destroyer Ericcson—the first to arrive—nosed her way back from the scene of operations of Germany's U-boats, striking terror to shipping off the New England coast.

The four destroyers arriving here carried rescued passengers as follows: Ericcson, 81; Drayton, 68; Benham, 36; and Jensen, 31.

This accounted for the crews and passengers of all ships sunk by the submarines except the men from the Kingston who have not yet been reported and about whose safety grave fears are entertained.

NONE OF EIGHTY-ONE INJURED.

Of the eighty-one persons picke dup from small boats by the Ericcson, not one was injured. Practically all, however, had lost all personal belongings.

They were without money or baggage of any description. They had only the clothes which they wore.

For the first time in their lives, officers and men of the Ericcson found bobbing on the water which had become the grave of the steamer Stephano, bound from St. Johns to New York.

Many were sleeping peacefully in the arms of their mothers or nurses as the lifeboats rolled and rocked with the gentle swell of the sea.

DRIFTED ALL NIGHT.

Almost all night long the boats had drifted.

Only the dimlight of a lantern in the life-saving craft and the soft rays of the moon, shifting intermittently through the clouds, served to light the scene, which but a fe whours before had been one of America's peace.

The passengers of the Stephano took to the small boats at 6:30 yesterday evening. They were adrift until about 2:30 this morning.

The United Press correspondent was the only newspaper man permitted aboard the destroyer Ericsson.

When she dropped anchor Admiral Gleaves, commanding the destroyer flotilla, ordered health officers aboard to examine passengers and crew from the Stephano.

The youngest passenger aboard was little brown-eyed Warren Driscoll, of St. Johns. Warren is four months old. With thirteen other babies he is safe ashore today after an experience the thrill of which may never be repeated though he may live to be a gray-haired man.

LOST EVERYTHING SHE OWNED.

Miss Elizabeth Butler, of St. Johns, telling of her experience, said:

"I lost everything I owned except what I've got on. My God, it was awful!

"We had just sat down to supper when suddenly we heard a shot. Some one called that the ship had been fired upon. Then I heard the captain yell to everyone to get their life-preservers on. I went below decks and put on a coat and a life preserver."

A. C. Tickell, chef of the Stephano, celebrated his third submarine sinking.

He was on the troop ship Marquette when she was sunk without warning in the Dardanelles.

Shortly after this Tickell was on the troop ship Manitou, which was sunk off Malta by a German submarine. The chef was wounded. Tickell's only remark today was:

"What difference do a few submarines make? What the h— do I care for submarines?"

This last remark of Tickell's might stand as expressing the attitude of practically all of the passengers and