

## City Feels War Pinch in Its Kitchens

### Sugar, Milk and Coal Supplies Dwindle—No Relief Near

### Strict Economy Urged on People

### Allies and Cantonments to Get First of the New Sugar Crop

New York City, now that her first thrill at the nation's entrance into the war has worn off, is beginning to realize that the conflict will mean something more than the display of service flags, subscribing to Liberty loans and bidding a thunderous farewell to departing troops.

Her experience with the sugar, coal and milk shortages within the last few days have made her realize that war may mean actual privation; will certainly demand strict economy and self-denial. For the first time in her spend-thrift life New York is faced by the problem of shortages in necessities, with no immediate relief in sight.

The sugar supply of the city continued to dwindle yesterday. The last of the old crop is almost gone. Before the city may enjoy any of the new crop, just coming in, the pressing needs of our allies must be filled by the refineries, and the army cantonments must be supplied. After that the demands of civilians will be heard, not before.

### Grocers Selling Last of Supply

Leading grocery stores in the city yesterday were selling the last of their store of sugar at 10 cents a pound. There will be no advance beyond this price, according to the grocers, who say that their only effort will be to see that all the people get an equal share.

Strict economy, Dr. Henry Moskowitz said yesterday, would tide the city over without hardship until the new crop is placed on the market. So strict must this saving be, however, that most of the candy manufacturers in town probably will shut down within the next few days for lack of material.

This suspension of work may be permanent, unless the candy manufacturers obey implicitly the directions of the food administration at Washington. Officials of this body said yesterday that unless the factories followed their orders for sugar conservation their output would be curtailed, and if necessary, cut off entirely.

Herbert Hoover, head of the food administration, issued another appeal to the people of the United States yesterday, urging complete cooperation with the government in its efforts to save sugar. It is necessary, he said, for the per capita consumption each year to be cut from its present average of 100 pounds to sixty-seven pounds. If the Allies are to be supplied, this will entail a saving of about seven ounces per person each week.

### Coal Problem Still Serious

The coal problem in the city continues serious, but one step was taken toward its solution yesterday. Reeve Schley was appointed fuel dictator of New York City by the State Fuel Administrator, Charles H. Smith. Schley, who is a member of the city board of fire commissioners, has been warned that they run the risk of having their entire store confiscated, if he was stated.

He has appointed a committee of men who will try to find out what has become of the immense surplus of coal that has been shipped to the city during 1917—about 300,000 tons more than the city received in 1916.

The war, while not directly responsible for the milk shortage, nevertheless furnished the conditions which inspired the milk wagon drivers to strike. The city's supply yesterday was 90,000 quarts short, and the strike, confined so far to the Borden company, threatens to spread further.

Officers of the Borden company and leaders in the newly formed Milk Drivers' Union met last night at the Hotel Continental, to discuss the situation, and, if possible, reach an agreement. At 1 o'clock this morning the employers and employees were still in conference, with little indication of any immediate decision.

The strike has practically crippled the Borden delivery system. Seventy per cent of the men who were reported to have transferred their allegiance to the strikers. The union now threatens, unless its demands are met, to call out the drivers of the Alexander Campbell Milk Company on Sunday and, later, those of other large concerns.

### Egg Speculators Pinched

Out of the gloomy prospect of shortages in necessities there appears today a ray of light. Reports from Chicago say that speculators in cold storage eggs have suddenly discovered that they have more on their hands than they know what to do with. Favorable autumn weather has made eggs more plentiful than usual, and the speculators, who placed large quantities of eggs in cold storage in the spring and had them at a loss of \$400 a carload, in order that they may not lose all of the money they have staked on their gamble they are appealing to the government for aid.

The food situation here in detail and Hoover's new warning to retailers on page 6.

## WHAT WE NEED IS A MARCH, NOT A LULLABY



## \$60,000,000 Added Here Yesterday to Loan Total

### This District Is Now \$447,500,000 Behind Schedule

### 500,000 Behind Schedule—40,000 to Make City-Wide Canvass

### No More Directors' Fees in Gold Coin

### An Immemorial Custom Is War-Smashed in Wall Street

The New York district yesterday subscribed \$60,000,000 to the second Liberty Loan, making the total thus far \$605,000,000. This was considerably less than the amount that should have been received to maintain the pace necessary to reach the goal of \$1,500,000,000 set by the Liberty Loan Committee. The loan is still \$437,500,000 behind schedule in this district.

There were fewer large subscriptions yesterday than on the day before, but the list disclosed a gratifying increase in the number of people who are buying the bonds in amounts ranging from \$10,000 to \$200,000.

Kuhn, Loeb & Co. took \$10,000,000. The Louisville & Nashville took an additional \$3,000,000, making \$6,000,000 for that road. The Prudential Insurance Company of America, subscribed for \$2,500,000, and Bonbright & Co. for \$2,000,000. A subscription of \$1,500,000 was entered by the Central and South American Cable Company.

### Many Small Bonds Sold

Purchases for cash at the Sub-Treasury for the day amounted to \$50,000, mostly in \$50 and \$100 bonds.

Reports at headquarters of the Liberty Loan Committee indicated that every agency that has been set in motion to distribute the new offering of Liberty bonds was working with redoubled energy.

Every national bank and trust company in greater New York, it was said, has adopted the partial payment plan for subscriptions, advocated by the committee, while a majority of the financial institutions in the Federal Reserve district outside of the city are also selling the bonds in this manner.

This means that in nearly every community it is possible to subscribe to the second Liberty Loan by paying \$1 down and \$1 a week. Facilities have been provided, which, it is estimated, make it possible for 10,000,000 persons in this district to subscribe for the bonds in accordance with their means.

### Meetings Held Sales

Meetings held throughout the city showed the public generally to be in a more responsive mood to the vigorous pleas being made by the Liberty Loan speakers. At North Street and Broadway Hamilton Candee looked over the crowd and said he saw few American flags in the laps of their coats and still fewer Liberty Loan buttons.

"Now you have got to wear those Liberty buttons," he told them. "You've got to kick in, and you have got to do it now. It is up to you to show that the millions of Americans who are going forth to risk their lives for you are not the only ones to subscribe. Do you realize that the soldiers now in camp have subscribed more than \$2,000,000,000 for you and to pay their way as well?"

"I venture to say that every one here has more money in his pockets than he had one year ago. Why do you keep your money in your pocket, where it is bearing no interest, when your government needs it and when your government stands ready to pay you 4 per cent for the loan of it? Don't you realize that we are plunged into the greatest war that the world has ever known, and that to win it the government must have money? But it is not asking you to give a cent, merely to ask what you can afford on the best security the world has ever known."

When the meeting was over many in the crowd subscribed.

### City-Wide Canvass On

With only eight working days left in the campaign, the 25,000 canvassers, including members of the Home Defense League, school boys and girls, college students, the Patriotic Service League and hundreds of other organizations, have thrown themselves into action in all parts of Manhattan and the Bronx.

Precinct by precinct the city is being canvassed. Besides the house-to-house canvass an auto campaign is being carried on. In the Borough of Brooklyn 15,000 canvassers are at work.

The booths in the railroad terminals, hotels and department stores are increasing their sales by substantial amounts.

The Rainbow Division, composed of 120 trade committees, now has \$79,000,000 to its credit in its drive for \$520,000,000 in subscriptions.

The gain yesterday was an even \$10,000,000. Industries that have collected over \$1,000,000 include: Shipping export and import trades, \$11,816,000; tobacco, \$4,765,000; chemical and drugs, \$3,478,000; cotton goods, \$3,371,000; brewers, \$3,339,000; sugar, \$2,750,000; jewelry, \$2,678,000; department stores, \$3,176,000; men's clothing, \$2,114,000; fur, \$1,713,000; woollens and worsteds, \$1,667,000; machinery and tools, \$1,511,000; and stationery, \$1,237,000.

(Nations total expected to reach \$2,000,000,000 to-night—on Page 3.)

## Move Capital To Moscow as

### Foe Drives On

### Russians Quitting Reval as Petrograd's Peril Increases

### Germans Capture 5,000 More Slaves

### Begin Conquest of Dago Island, but Lose Two Torpedo Boats

LONDON, Oct. 19.—The Russian government has definitely determined to move to Moscow in the immediate future, owing to the belief of the General Staff that Petrograd is now in the direct war zone, it was officially announced to-day.

The growing threat of anarchy in the capital is believed to have combined with the continued successes of the Germans in the Gulf of Riga to force the government's decision, which had been hanging fire for some time.

The evacuation of the government departments has been under way for many days, it was announced to-day by M. Kishkin, Minister of Public Welfare. The preliminary Parliament will not move to Moscow until after it convenes in Petrograd to-morrow. Meanwhile no civilians will be allowed to go to the new capital except on government business.

### Reval Evacuated

The decision of the government to move to Moscow, which was first broached several months ago, after the fall of Riga, and seemed on the verge of being completed after the swift descent of the enemy on Oesel Island, is believed to have been hastened by the forced civilian evacuation of the Baltic port of Reval, officially announced to-day.

Reval is a strongly fortified naval base, partly commanding the entrance to the Gulf of Finland, and nearest of all the Russian fortresses guarding Petrograd to the zone of German operations in the Gulf of Riga.

Its evacuation constitutes an admission by the Russian command that the enemy's joint military and naval campaign now threatens to extend to the Gulf of Finland and the main sea defenses of the capital, which, however, is still some 200 miles from the scene of fighting.

All reports indicate that the Germans are swiftly developing their successes in the region of the Gulf of Riga, with many intimations that Hindenburg plans to strike a stunning blow at weakened Russia, embracing a naval offensive in the Gulf of Finland, with the Aland Islands as a base of operations, a land drive for the purpose of severing communications between Petrograd and Moscow, and destructive attacks on Russia's chief cities by fleets of super-Zeppelins.

### Heavy Offensive Expected

Already the Germans have begun the conquest of Dago Island, the only remaining stronghold of the Russians in the Gulf of Riga; have completed the occupation of Moon Island, with the capture of 5,000 more prisoners, and, though meeting with heroic resistance from the weaker navy of Riga, the Russians hemmed up in the narrow waters of Moon Sound, have begun to push their naval offensive into the Gulf of Finland. It seems only a matter of hours before the Baltic Slava will be of the Livonian and Estonian coasts for dangerous operations against the unprotected right flank of the Northern Russian armies.

The Germans have not accomplished their successes without loss. Outnumbered and outgunned as they have been, the Russian warships have taken a heavy toll of the enemy's vessels. In the naval battle on Wednesday, in which the Russian battle Slava was the Dobruja, the suggestion even being made by the Russian Ministry of Marine, was to retire with the rest of the fleet.

The main Russian Baltic fleet, lying behind the great mine fields of the Gulf of Finland, now remains the chief obstacle to continued German naval operations beyond the Gulf of Riga. The military evacuation of Reval would increase the importance and responsibility of Helsingfors, Viborg and Kronstadt as barriers to a further advance of the Kaiser's warships in the direction of the Baltic Sea, but the main reliance of the Russians for the defense of Petrograd must rest with the fleet.

### Big German Armament

No fewer than ten German dreadnoughts of the newest Kaiser and Koenig types, ten cruisers, fifty large destroyers and eight or ten submarines took part in the naval engagement, Petrograd says. The Slava, according to the Russian Ministry of Marine, was sunk by her own crew after being unable to retire with the rest of the fleet.

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### Suffragists to See Wilson

A delegation of women from the New York State Woman Suffrage party, headed by Mrs. Norman de R. Whitehouse, will go to Washington October 25 to confer with President Wilson. The President will make a short address to the New York women on the campaign in New York.

All the members of the city and state suffrage party, the chairmen of the campaign districts and other members of organizations representing large bodies of suffrage workers are expected to go to Washington on the delegation's special train.

### Another Air Raid on London and Counties

LONDON, Oct. 20.—At midnight six or seven airplanes raided the eastern and northeastern counties of England, dropping bombs at various points, including a few in the London area, according to an official statement just issued.

At this hour the raid is still proceeding.

## U. S. Transport Sunk By U-Boat; 70 Lost; Raider Eludes Convoy

### Norwegian Charged With Plot To Blow Up U. S. Troopship

### Walnum, Employed on Harry Payne Whitney's Yacht, Alleged to Have Revealed Plan to Shipyard Worker—Believed To Be German Spy

In the arrest of Charles W. Walnum, a Norwegian, who says he is a chemist, and who has been employed on Harry Payne Whitney's yacht, White-Way, as a pantryman, Federal officials believe they have captured one of a band of German spies to whom was assigned the task of destroying United States troopships. The arrests of others are predicted for to-day.

In possession of V. H. Smith, Assistant United States Attorney, of Brooklyn, is evidence, he declares, tending to show that Walnum plotted to destroy the United States troopship Mercury, formerly the North German Lloyd liner Barbarossa.

Included in this evidence is a sketch of the ship said to have been made by Walnum, in which was indicated the place in one of the forward holds where it was intended to place a time bomb.

Another document in possession of Mr. Smith is the affidavit of James McLaughlin, to whom Walnum is alleged to have confided his plan for destroying the Mercury. McLaughlin swears Walnum told him that, in addition to placing a bomb on board the Mercury, he would tamper with the rivets holding the steel plates of the vessel's hull together.

McLaughlin also charges that Walnum inquired about the feasibility of getting aboard two other troopships, the President Grant and the Vaterland, two of the Hamburg-American line steamships seized by the government.

Other Arrests Expected

"Despite Walnum's protestations of innocence," said Mr. Smith last night, "we are going ahead with the case and expect to have some of his intimates in custody before long. And what is equally important, we are going to inquire into the sources of Walnum's information. There is reason to believe that some of it comes from Germany."

Walnum, who was arrested yesterday by Detective Carberry, of the 6th Branch Detective Bureau, after being taken aboard the ship, was held without bail until next Wednesday on a short affidavit, charging him with violating Section 3 of the espionage act. When Commissioner McGoldrick asked Walnum if he had anything to say, the prisoner replied:

"I don't know anything about the kind of a thing I am charged with. If I have uttered any word to carry the idea that I am a spy, or wanted to spy, it's not true. Thank God it's the honest truth. I'm a Norwegian and not a German spy. I hold my first papers."

Held Without Bail

Commissioner McGoldrick then remanded the prisoner to jail without bail. Assistant United States Attorney Smith said that he would present the case to the grand jury Monday, and that action would probably be taken long before the date set for Walnum's reappearance in court.

Walnum claims that he was intoxicated when he talked with McLaughlin. He admits, however, that he had taken but one drink when he first met him yesterday morning, as the two were about to board a Brooklyn cross-town car. When he learned that McLaughlin was employed on a dock where the Mercury is tied up, he suggested they have a drink. While taking the drink, according to McLaughlin, Walnum unfolded his plan, and McLaughlin pretended to fall in with it.

"We can get a couple of girls to come along," McLaughlin swears Walnum said, "and it will look as if we are just visiting the ship, and then while we are on board I shall leave you three and go to a forward hold, near the peak, and place a time bomb there. We will go to-night."

McLaughlin said he told Walnum he would telephone to his girl and arrange for her to be one of the party, saying she, too, could be trusted. He called up Police Headquarters while Walnum waited and told them of the plot.

Then the two went out, boarded a car, and went to Walnum's flat, at 1 Willowbury Street. There Detective Carberry was waiting for them. At the saloon Walnum asked for a pad and drew a sketch showing the place he intended to place the time bomb.

"Is the Mercury double or single plated?" asked Walnum, according to McLaughlin. The latter told him it was single. This, said McLaughlin, pleased Walnum, who said it would be easy to burn a hole around some of the rivets holding the plates together after the government had inspected them.

## U-Boats Waiting To Sink Leviathan

### (Alias Vaterland)

### Captain of Torpedoed Ship Says Germans Have Trap Set

### Enemy Aliens 38 More Hoboken Germans Interned

### Aliens Rounded Up on Jersey Waterfront Now Total 113

AN ATLANTIC PORT, Oct. 19.—Germany is keeping an eye on the Leviathan, once the Vaterland, the pride of her merchant fleet, and the commanders of U-boats have for two months been watching for her to leave America under the Stars and Stripes.

This is the belief of Captain Hans Mortensen, master of the American bark Paolina, which was sunk by a submarine on September 25 about 150 miles southwest of the Scilly Islands. He arrived here to-day on a French steamship and, when telling of his experience with the U-boat, declared that the first thing the German commander asked him was:

"What is the Vaterland going out?"

"I told him I had not seen the Vaterland when I was last in the United States," said Captain Mortensen, "and that, as I had no wireless, I had no means of knowing what was going on in America. I had suspected for a long time that the U-boat captains had their minds bent and their hearts set on getting the big vessel they sought to make useless before the United States could be seized."

"It was my impression also that a large portion of the crews on these submarines are made up from men who were in the merchant service of the Hamburg-American and North German Lloyd lines. Some of the U-boat crew were talking with my men while we were on the submarine's deck, and they admitted that they had been to New York many times on steamships of those two lines. When my fellows told them they were getting about \$75 a month they expressed surprise, saying they were getting about \$20 in consideration of the hazardous service they were engaged in."

Captain Mortensen said the Paolina was laden with oil and steel wire for France when she was surprised off the Scillys. The submarine fired one shell at the bark, and continued to fire while the skipper and the crew were getting away in a lifeboat.

The French liner which arrived to-day had engine trouble when some 500 miles west of the French coast and stopped for several hours to make repairs.

Also on board were Captain McCrae, of the American schooner Crockett, and Captain Olsen, of the schooner Henry Libbit, both vessels having been sunk by submarines.

Thirty-eight more Germans were taken from Hoboken piers and barges in the harbor yesterday and interned on Ellis Island, making a total of 113 rounded up along the Hoboken waterfront by the naval intelligence bureau in three days.

Twenty of the alien enemies were taken from Tietjen & Lang's drydock, where the bulk of Thursday's prisoners were seized. Sixteen were taken from the Lamport & Holt Line piers and two were taken from barges in the harbor. Many of the prisoners were former employees of the Hamburg-American Line.

All the arrests were made by blue-jackets, who visited the docks and barges in United States patrol boats. Nearly a dozen barges were boarded.

### Wooden Rivets in Transport

It was reported yesterday that the government was stirred into making a clean-up of all German subjects employed along the waterfront and on vessels in the harbor by the discovery that wooden rivets had been placed in one of the troop ships by the German mechanics. The damage was discovered, it was said, when the troopship put out to sea, and that she returned to port for repairs.

This troopship, according to the report, formerly a Hamburg-American liner, was overhauled at a dock in this port, where scores of Germans have been employed in all capacities. The same condition is true of other firms doing work for the United States navy. And sixteen of these Germans were seized yesterday by the blue-jackets on the Lamport & Holt docks, now controlled by the United States government, so that the condition is not confined to private firms.

"It would be the easiest matter in the world for one of these Germans to place a time bomb in the holes of the vessels they were employed on, and still easier for them to do any amount of mischief," said a Federal official yesterday. "But the work being done by the men of the Naval Intelligence Bureau here will insure that our troopships will leave American ports sound and without any infernal machines secreted in their holds."

## Neither Submarine Nor Torpedo Seen—167 Soldiers and Sailors Rescued

## Antilles Goes Down Within Five Minutes

## All Officers Aboard Safe Except Three of Crew—Vessel Bound Home

WASHINGTON, Oct. 19.—The United States Army transport Antilles was torpedoed by a U-boat on Wednesday while returning from France and sank in five minutes.

About seventy of the 237 men aboard are missing and believed to be lost. Although navy and army officers were among those returning on the Antilles, the casualty list includes the names of only three officers, and those are ship's engineers.

The Antilles was under convoy at the time. Neither submarine nor torpedo was sighted. The roar of the explosion was the first warning. The missile struck abreast of the engine room bulkhead, and, naval officers agree, must almost have torn the 7,000-ton vessel apart.

Besides the three ship's engineers, those who were lost were forty-seven members of the crew, sixteen of thirty-three soldiers on their way home for various reasons, and four enlisted men of the navy.

Casualty List Incomplete

The complete casualty list is unavailable until the roster of the vessel has been received from General Pershing.

It was not until after 3 o'clock this afternoon that news of the loss of the transport reached here. It was the briefest of messages, directed to New York from the War Department, and simply stated that the Antilles had been torpedoed. Three-quarters of an hour later the navy's report began to trickle in by wireless. Until 7 o'clock it was not known how many lives were lost nor which way the vessel was bound.

### Daniels' Statement

Secretary Daniels issued the following statement:

"The department is in receipt of a dispatch from Vice-Admiral Sims which states the steamship Antilles, an army transport, was torpedoed on October 17, while returning to this country from foreign service. This vessel was under the command of American patrol vessels at the time.

"The torpedo, which struck the Antilles was not seen, nor was the submarine which fired it. The torpedo hit abreast of the engine room bulkhead, and the ship sank within five minutes. One hundred and sixty-seven persons out of about two hundred and thirty-seven on board the Antilles were saved. About seventy men are missing. All the naval officers and officers of the army who were on board the ship at the time were saved, as were the officers of the ship, with the exception of the following:

"W. K. R. junior engineer officer. "BOYLE, third engineer officer. "O'Rourke, junior engineer officer.

Enlisted Casualty List

"The following enlisted naval personnel were lost:

"E. L. KINZEY, seaman, second class; next of kin, Thomas M. Kinze, father, Valley, Minn.

"J. W. HUNT, seaman, second class; next of kin, Isaac Hunt, father, Mountain Grove, Mo.

"C. L. AUBURN, radio electrician, first class; next of kin, R. A. Auburn, brother, 2,800 Louisiana Avenue, New Orleans.

"H. F. WATSON, radio electrician, third class; next of kin, Mrs. W. L. Seger, mother, Rutland, Mass.

"There were about thirty-three of the army enlisted personnel on board, of whom seventeen were saved. The names of the missing of the army enlisted personnel and of the merchant crew of the ship cannot be given until the muster roll in France of those on board has been consulted. As soon as the department is in receipt of further details concerning the casualties they will be made public immediately."

### War Zone May Be Extended

The length of time which elapsed between the sinking of the Antilles and the receipt of the news, despite the fact that the ship was under convoy, may mean that the submarine zone has been extended and that the vessel was well started on the homeward trip.

The submarine zone has been considered to extend about 500 miles into the Atlantic from the coast of France. This would take in the path ordinarily followed by vessels going from the Strait of Gibraltar and the Azores to the English Channel, and would cover the grain boats bringing food supplies from the East to England.

Up to the entry of America into the war and the beginning of the transportation of American soldiers across the Atlantic, the 500-mile zone was all that Germany considered it necessary to cover. With the beginning of the transport of American troops to France it seems that the U-boats began to operate in a wider zone. It has been reported more than once that they have been met in mid-Atlantic.

### Less Protection on Return Trip

Transport ships going eastward laden with soldiers are heavily convoyed all the way across the ocean. Those re-