

American Press on the Pirate Attacks.

Neutrality Violated, Says Herald—Law Broken, Declares Times—London Chronicle Demands U. S. Action Otherwise Britain Will Act.

London, Oct. 9.—The Chronicle, the only Monday morning paper to comment editorially on the exploit of the German U-53 expresses the hope that the United States Government will reconsider the announced attitude toward belligerent submarines because "if Germany is allowed to wage such a war off the United States coast we must take counter-measures."

Referring to the peace dispatches the U-boat is believed to have brought the paper adds: "It is palpable that American peace intervention at this stage is not in Allied interest. We do not require the assistance of neutrals in laying the foundations of future peace, but we should be sincerely glad in the interest of future good understanding and good feeling, to see them decline to let German submarines operate from their ports."

Says Neutrality Violated.

New York, Oct. 9.—Following are some of the editorial opinions published in New York and elsewhere on the new German submarine warfare on the American side of the Atlantic:

The New York Herald—

"A virtual blockade of New York and other American ports has been created by the appearance of the Prussian submarine U-53 and its destruction of shipping in American waters.

There can be no avoiding the issue raised by these acts. It is not whether in individual cases there has been technical adherence to a policy of warning. It is that submarine operations in the lanes of sea travel leading immediately to American ports cannot be, must not be tolerated.

"Practically the neutrality of the

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United States has been grossly violated by the coming of the U-53 into the American port to acquire information concerning the whereabouts of vessels at sea and her prompt departure from that port upon her mission of destruction.

"The protection of this and other American ports against this Prussian blockade is another and much more vital thing. This cannot wait. It is the highest duty of the Government of the United States to go to any length that may be necessary to put an end to this Prussian warfare in American waters, and without a day's delay."

The New York Times:

"The waters where this most unwelcome visitor is prowling and destroying are the highways to our chief ports.

"Through them pass ships carrying a great part of our commerce and substantially all the American passengers who cross the seas.

"One rash act, a single mistake, on the part of the U-boat commander, causing the loss of even one American life, would provoke instant action by the American Government. Thereafter despatches to Ambassador von Bernstorff could be handed to him in Berlin, and relations between the two Governments would be at an end.

"This submarine has begun a wholesale indiscriminate foray against our commerce. It appears to be almost certain that she has already sunk vessels in disregard of law."

The New York World:

"The U-53 showed yesterday that she is instructed to pass under the American flag. But if a mistake should be made in the case of an American ship, or if American citizens lose their lives under the flags of belligerent ships destroyed, questions will arise for the United States Government which Germany's note never sufficiently covered."

Typical German View.

"Although maintaining in port the silence of a sphynx, Lieut. Captain Rose was not many hours out of American territorial waters before he availed himself of the opportunity of answering collectively all questions as to his mission on this side of the Atlantic.

"They were simple, indeed, who thought that the German Government was paying postage on routine correspondence with submarines of the latest and most extensive type. They know now that it was not.

"Yesterday morning's bag for the U-53, off Nantucket, was the British ship Westpoint, 2,412 tons gross; the British ship Strathdene, the steamer Stephano of the Red Cross Line, and some other vessels.

"It was clean work, according to all reports to hand, without loss of life, and unattended by any of those invasions of our neutral rights which have so often attached to the operations of British warships on our coasts. This is a beginning creditable alike to the officers and men of the U-53 and the service which they ornament."

What We Owe to Russia

Speaking of Russia Mr. Winston Churchill says: "We have many Allies. Many States, great and small, are banded together with us to see this thing through to the end, and it were ungracious to draw comparisons between them. But this I can say with your agreement and approval on an occasion like this, that there is no Power fighting on our side to whom we feel a deeper debt of gratitude than to the great Empire of Russia, because Russia has faced and overcome difficulties more cruel and losses more serious than any of the other great combatants, and it is to General Brusiloff, with his gallant army, that we owe that signal succession of triumphs which in the last three months have shaken the Austrian Empire to its foundation and transformed to our advantage the whole aspect and situation of the war."

RANDOM REELS
Howard L. Rann

AUTUMN.

Autumn is that season of the year when the window screens come off and the slipper union suits come on.

About this time every year we have a spell of autumn weather, when it becomes necessary to think deeply upon some disagreeable subject, like hard coal or house cleaning. It is a rude shock to a man who has succeeded in saving enough money out of a summer's slavery to buy oversized non-skid tires and then find that autumn catches him without anything in the coal-bin but currents of air and a shovel.

Autumn is a delightful season of the year, however, as it paints the fading leaf a golden hue and deposits it in large, knotted clusters in the caves trough, where nobody but a steeplejack can get at it. The autumn leaf is a beautiful sight, but when one thinks of the thousands of cisterns and waterpots which are chocked by it every fall and have to be cleaned out by some human fly, his admiration for the same falls quite a few feet.

Autumn is welcomed by the automobile enthusiast, as the roads are not so uneasy as they are in the spring. By the time autumn arrives nine-tenths of our country roads are covered with a velvety carpet of domestic dust, which conceals the ninelinch thank-you-ma'am from public view and breaks more semi-elliptic rear springs than driving into an open drawbridge. Two of the most pleas-

ant features of autumn are the total absence of mud and the noiseless withdrawal of the hay-fever germ, which is succeeded by the earnest and industrious grip microbe.

In the autumn the schools are opened, and the soft swish of the paper wad and the ringing reproach of the



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rubber ferrule are heard in the land. Every autumn thousands of school ma'ams flock out of the Yellowstone National Park and try to catch up with the Fifth Grade arithmetic. The New Jersey oyster also reappears and dies a lingering death at the Ladies' Aid supper. By thinking what life would be without the school ma'am rear springs than driving into an open drawbridge. Two of the most pleas-

Stripling Piper's Heroism

Led Black Watch in Battle—Played in Clouds of Smoke and Shrapnel Till Victory Came—Then, Dying, Intoned Requiem of Dead.

Philadelphia, Oct. 9.—It was in the wards of an Edinburgh hospital that I heard a wonderful story of human bravery. It was told me by a wounded private in the famous Black Watch Regiment—that regiment which for centuries has been one of Britain's bulwarks, writes Ellen Adair in the Evening Ledger.

"It's the tale of a little piper chap," he said, "who did one of the finest deeds I ever witnessed."

From beneath his pillow he drew out a photograph of a football team. "Before the war I was a 'professional' football player," he said, "and so was the piper. Here he is in the corner of the group."

"One day the doctors told him he wasn't strong enough to continue. So he had to give it up. When war broke out he tried to enlist. But they wouldn't pass him. He tried fifteen times. And then they let him in—but only as a piper."

"We met out at Flanders—the little piper chap and I. It was the day before a great charge. We had a game of football—the Black Watch and the Seaforth Highlanders. The Black Watch won."

"Next morning, just at dawn, we were given the order to charge. Before us lay a village, a mere huddle of wreckage, for our artillery had played havoc with the little place. Our orders were to take it at the point of the bayonet."

"We 'drubbed' a football right across No Man's Land up to the danger point. You may think that curious—playing a game right in the face of death—but it's a glorious way to charge!

"A hail of bullets greeted us. Bombs and rifle fire thinned our ranks. But we pressed on. The village was a wreckage, it's true, but wreckage makes as good defence work as houses. Each broken building was a fortress, a machine gun citadel."

"In the midst of all the uproar I suddenly heard the sound of pipes. It was the mad, merry skirl of the Scottish air, 'The Dell Among the Excisemen.' I started around, and there was the little piper chap, marching up down the wrecked street, with his pipes in full blast. How he got there Heaven alone knows."

"At times he completely vanished in a swirl of belching smoke. But when it cleared there he was again, playing his pipes as joyously as if for pennies at a fair—a solitary and splendid target for German guns. Myself, I wouldn't have done it for a thousand pounds!

"His gallant Scottish tunes did wonders in cheering us on. When he played 'MacGregor's Gathering' we charged one fortress five times over without pause."

"It was after a sudden cloud of smoke had cleared away that I saw the little piper was staggering as he walked. A bullet had got him in the side. But his music was as clear and loud as before."

"The fighting was so fierce and prolonged that I did not see him for some time. But when I did a terrible

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Nervous Passerby.

Sparks were seen issuing from the house of a family named Martin, on King's Bridge Road last night and fearing an outbreak of fire, as there was a high wind raging, some one sent in an alarm from box 116, bringing out the Central and Eastern Companies. Their services were not necessary. No damage was done.

RAILWAY TIME TABLE CHANGED.—The Trapssey train, which for the past six months has arrived in the city at 9.30 a.m. and departed at 5 p.m., will go back to the old schedule, and commencing this afternoon will leave St. John's at 5.30 p.m. and returning will arrive at 11.30 a.m.

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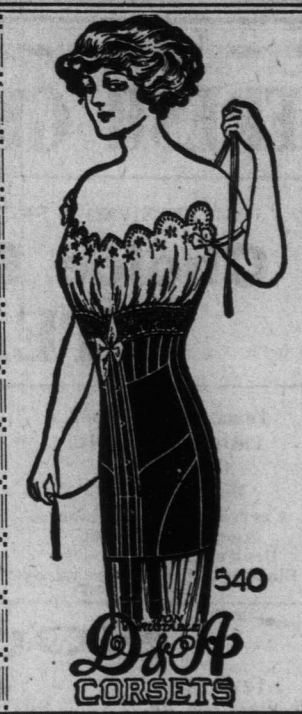
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