The London Tailoring Shop

New Suitings

40 new Winter suitings, imported, have just been received; uncommonly good patterns in tweeds, homespuns, and a few worsteds.

These add to the already great attractiveness of the selection in suitings available for business sack suits at $45.

Sleeves of coats silk-lined.
Burlington Arcade floor, New Building.

John Wanamaker
Broadway at Ninth
New York.

that she is in good faith and without contraband."

It is contended also that Great Britain has unwarrantedly dispensed with a provision of international law calling for an immediate "first hearing" when a prize is taken into port, at which hearing no evidence shall be offered except that found in the ship's papers and cargo and the statements of her officers. Great Britain, on the other hand, it is alleged, makes a practice of detaining vessels without a hearing until extrinsic proofs of guilty character can be found.

The British argument that the imports of neutral European countries from the United States are so abnormally large as to warrant the inference that the goods are in great part destined for the enemy is declared to be "too remote from the facts, and offers too great opportunity for abuse by the belligerent." It is pointed out that British exports of the very goods which are restricted when they come from the United States have increased, and that, as a further increase would necessitate proportionate curtailment of American exports ther is no just measure that can be applied under such a rule.

Objects to Conjecture.

It is asserted further that the United States reserves the right in any case to export goods for incorporation into the general stocks of neutral countries, whether or not "conjectural conclusions" drawn from trade statistics point to an ultimate enemy destination of parts of them. Even consignments of conditional contraband to an enemy country through neutral territory, it is asserted, are not necessarily liable to seizure.

The so-called British "blockade" is declared to have worked incalculable injury and to be wholly without justification. It is denied primarily that the blockade is effective, as required by the Declaration of Paris of 1856, inasmuch as the Scandinavian countries are notoriously in almost uninterrupted commerce with Germany. The fact that Great Britain has been forced to place cotton on the contraband list is pointed to as a sure indication that even the British government realizes the blockade is ineffective.

The judicial committee of the British Privy Council is quoted in support of the contention that the blockade is illegal also in that it is not impartial. The committee declared in the Crimean War that a blockade is not impartial if even the belligerent maintaining it trades with the blockaded port. It is pointed out that Great Britain herself trades with the so-called blockaded ports of Scandinavia.

It is further noted that in the parts of the Declaration of London ratified by Great Britain at the beginning of the war, and never since revoked, it is provided that "the blockading forces must not bar access to neutral ports or coasts."

Prize Courts Bound by Orders.

Replying to the British declaration that redress for seizures of vessels must be sought in the prize courts, and that the British government "cannot continue to deal through the diplomatic channels with the individual cases," Secretary Lansing refers again to the fact that many seizures are made in violation of international law under Orders in Council which bind the prize courts themselves.

It is also noted that Great Britain resorted to diplomacy in numerous cases during the Civil War, at least two of which were at the time before the American prize courts, and that during the Boer War Germany sought and obtained redress for seizures from Great Britain through diplomatic channels.

British prize courts offer no means of reparation, it is argued, for general injury to American trade caused by unwarranted detentions of vessels. This has had the effect of diverting merchant ships from their regular trade routes, of increasing insurance rates and making insurance difficult and in some cases impossible to obtain. Further, the British government has imposed on ship owners the costs and expenses of docking, wharfage, pilotinq, harbor dues, etc., incident to illegal seizure.

Complacence at an End.

Notice is served that the American government "cannot submit to the curtailment of its neutral rights," and it cannot "with complacence suffer further subordination of its rights and interests."

Ambassador Page was instructed "to impress most earnestly" on the British government that the United States "must insist that the relations between it and his majesty's government be governed not by a policy of expediency, but by those established rules of international conduct to which Great Britain in the past has held the United States to account when the latter nation was a belligerent engaged in a struggle for national existence."

The note, nearly 15,000 words in length, carries with it a voluminous appendix, giving the text of American naval instructions issued in 1862 and a summary and table showing hundreds of vessels detained by British authorities since the beginning of the present war.

The body of the note is divided into thirty-five points, dealing with all phases of the contraband question, seizures and detentions, prior to, as well as after the so-called blockade was instituted, and announces that a separate communication will be sent soon dealing particularly with the "propriety and right of the British government to include in their list of contraband of war certain articles which have been so included."

In conclusion, after an argument on the law and facts, Secretary Lansing says:

"I believe it has been conclusively shown that the methods sought to be employed by Great Britain to obtain and use evidence of enemy destination of cargoes bound for neutral ports and to impose a contraband character upon such cargoes are without justification; that the blockade, upon which such methods are partly founded, is ineffective, illegal and indefensible; that the judicial procedure offered as a means of reparation for an international injury is inherently defective for the purpose; and that in many cases jurisdiction is asserted in violation of the law of nations.

"The United States, therefore, cannot submit to the curtailment of its neutral rights by these measures, which are admittedly retaliatory, and, therefore, illegal in conception and in nature, and intended to punish the enemies of Great Britain for alleged illegalities on their part. The United States might not be in a position to object to them if its interests and the interests of all neutrals were unaffected by them, but, being affected, it cannot with complacence suffer further subordination of its rights and interests to the plea that the exceptional geographic position of the enemies of Great Britain require or justify oppressive and illegal practices.

Insists on Law, Not Expediency.

"The government of the United States desires, therefore, to impress most earnestly upon his majesty's government that it must insist that the relations between it and his majesty's government be governed not by a policy of expediency, but by those established rules of international conduct upon which Great Britain in the past has held the United States to account when the latter nation was a belligerent engaged in a struggle for national existence. It is of the highest importance to neutrals, not only of the present day but of the future, that the principles of international right be maintained unimpaired.

"This task of championing the integrity of neutral rights, which have received the sanction of the civilized world against the lawless conduct of belligerents arising out of the bitterness of the great conflict which is now wasting the countries of Europe, the United States unhesitatingly assumes, and to the accomplishment of that task it will devote its energies, exercising always that impartiality which from the outbreak of the war it has sought to exercise in its relations with the warring nations."

The note is dated October 21, and acknowledges the notes of the British government dated January 7, February 10, June 22, July 23, July 31 (two), August 13, and a note verbale of the British Embassy of August 6, all of which relate to restrictions upon American commerce. The United States says at the outset that it has delayed answering these notes in the hope that the announced purpose of Great Britain "to exercise their belligerent right with every possible consideration for the interests of neutrals" and of causing "the least possible amount of inconvenience to persons engaged in legitimate trade," would in practice not unjustifiably infringe upon the neutral rights of American citizens.

"It is, therefore, a matter of regret," says the note, "that this hope has not been realized, but that, on the contrary, interferences with American ships and cargoes destined in good faith to neutral ports and lawfully entitled to proceed have become increasingly vexatious, causing American shipowners and American merchants to complain to this government of the failure to take steps to prevent an exercise of belligerent power in contravention of their just rights. As the measures complained of proceed directly from orders issued by the British government, are executed by British authorities and arouse a reasonable apprehension that if not resisted they may be carried to an extent even more injurious to American interests, this government directs the attention of his majesty's government to the following considerations:

American Case Summarized.

Here follow in numbered paragraphs the points made by the United States. Summarized these points are:

The statistics presented by Great Britain to prove an increase rather than a decrease in American trade "fail to take into account the increased price of commodities resulting from a state of war or to make any allowance for the diminution in the volume of trade which the neutral countries in Europe previously had with the nations at war."

Detentions by Great Britain have not been "uniformly based on proofs obtained at the time of seizure, but many vessels have been detained while search was made for evidence." The question has been one of "evidence to support the belief—or, in many cases a bare suspicion—of enemy destination, or occasionally of enemy origin of the goods involved."

Attention is directed with regard to search of neutral vessels at sea to the instructions issued to the naval commanders of the United States, Great Britain, Russia, Japan, Spain, Germany and France from 1888 to the beginning of the present war to show "that search in port was not contemplated by the government of any of these countries."

An examination of the opinion of the most eminent text writers on the laws of nations shows "that they give practically no consideration to the question of search in port outside of examination in the course of regular prize court proceedings."

Answering the assertion of Great Britain that the position of the United States in relation of search at sea is inconsistent with its practice during the Civil War, the note says that this is based upon a "misconception." A careful search of the records "shows conclusively that there were no instances when vessels were brought into port for search prior to instituting prize court proceedings," and that captures were not made upon other grounds than evidence found on the ship under investigation, and not upon "circumstances ascertained from external sources." It is here that Secretary Lansing appends a copy of the instructions issued to American naval officers on August 18, 1862.

In answer to the British contention that conditions relating to the size and seaworthiness of modern carriers justify bringing vessels into port, there is cited the report of a board of United States naval experts, just made, in which it is declared that it is not necessary to remove "every package of a ship's cargo" to establish the character and nature of her trade, that the facilities for boarding and inspection of modern ships are in fact greater than in former times, and that to permit ships to be taken into port "would be a direct aid to the belligerents concerned in that it would release a belligerent vessel overhauling the neutral from its duty of search and set it free for further belligerent operations."

Here the note deals with new procedures in the prize courts, the effect of which the United States complains is "to subject traders to risk of loss, delay and expense so great and so burdensome as to practically destroy much of the export trade of the United States to neutral countries of Europe."

Next is discussed the question of the burden of proof as to the non-contraband of goods consigned "to order," the United States arguing that none of the cases cited by Great Britain proves that the burden of proof can rightly be made to rest upon the claimants.

Increased Exports Uncertain Guide.

The greatly increased imports of neutral countries adjoining Great Britain's enemies cannot be accepted as laying down a just or legal rule of evidence that commodities are destined for re-exportation to the belligerents. Such a rule, it is argued, "offers too great opportunity for abuse by the belligerents" and is opposed "to those fundamental principles of justice which are the foundation of the jurisprudence of the United States and Great Britain."

Attention is directed to the fact that Great Britain admits that her exports to neutral countries have also materially increased since the present war began. "Thus, Great Britain," says the note, "concededly shares in creating a condition which is relied upon as a sufficient ground to justify the interception of American goods destined to neutral European ports. If British exports to those ports should be still further increased it is obvious that, under the rule of evidence contended for by the British government, the presumption of enemy destination could be applied to a greater number of American cargoes, and American trade would suffer to the extent that British trade benefited by the increase. Great Britain cannot expect the United States to submit to such manifest injustice or to permit the rights of its citizens to be so seriously impaired."

Whatever may be the conjectural conclusions drawn from trade statistics, the United States "maintains the right to sell goods into the general stock of a neutral country, and denounces as illegal and unjustifiable any attempt of a belligerent to interfere with that right on the ground that it suspects that the previous supply of such goods in the neutral country which the imports renew or replace has been sold to an enemy. That is a matter with which the neutral vender has no concern and which can in no way affect his rights of trade. Moreover, even if goods listed as conditional contraband are destined to an enemy country through a neutral country, that fact is not in itself sufficient to justify their seizure."

In view of these considerations the United States announces that it has no other course but "to contest seizures of vessels at sea upon conjectural suspicion, and the practice of bringing them into port for the purpose, by search or otherwise, of obtaining evidence," and adds that, "relying upon the regard of the British government for the principles of justice so frequently and uniformly manifested prior to the present war, this government anticipates that the British government will instruct its officers to refrain from these vexatious and illegal practices."

Directing particular attention to the so-called "blockade measures" imposed by the Order in Council of March 11, the British note of July 23 last is cited to confirm the intention "to establish a blockade." After over six months' application of the blockade order, the note says, "the experience of American citizens has convinced the government of the United States that Great Britain has been unsuccessful in her efforts to distinguish between enemy and neutral trade."

The practice of requiring a consignor to prove that his shipments are not bound to an enemy of Great Britain, even when articles are on the embargo list of the neutral country to which they are destined, is characterized as "harassing to neutral traders."

Time for Leniency Over.

While the United States government "was at first inclined to view with leniency the British measures which were termed in the correspondence, but not in the Order in Council of March 11, 'a blockade,' because of the assurances of the British government that inconvenience to neutral trade would be minimized by the discretion left to the courts in the application of the Order in Council and by the instructions which it was said would be issued to the administrative and other authorities having to do with the execution of the so-called 'blockade' measures, this government is now forced to the realization that its expectations, which were fully set forth in its note of March 30, were based on a misconception of the intentions of the British government.

"Desiring to avoid controversy and in the expectation that the administration of the Order in Council would conform to the established rules of international law, this government has until now reserved the question of the actual validity of the Order in Council of March 11, in so far as it is considered by the government of Great Britain to establish a blockade within the meaning of that term as understood in the law and practices of nation; but in the circumstances now developed it feels that it can no longer permit the validity of the alleged blockade to remain unchallenged."

Pointing out that, in accordance with the Declaration of Paris in 1856, the effectiveness of a blockade is "manifestly a question of fact," the United States says it is "common knowledge that the German coasts are open to trade with the Scandinavian countries." The recent placing of cotton on the British list of contraband is spoken of as making it appear "that the British government themselves have been forced to the conclusion that the blockade is ineffective to prevent shipments of cotton from reaching their enemies, or else that they are doubtful as to the legality of the form of blockade which they have sought to maintain."

Decisions are cited to show that it is an essential principle, universally accepted, that a blockade must apply impartially to the ships of all nations, and it is added that "if belligerents themselves trade with blockaded ports" the principle in the past has been that they cannot be regarded as effectively blockaded. These decisions are referred to, "since it is a matter of common knowledge that Great Britain exports and re-exports large quantities of merchandise to Norway, Sweden, Denmark and Holland, whose ports, so far as American commerce is concerned, she regards as blockaded."

The principles of the law of nations which forbid the blockade of neutral ports in time of war, embodied in that part of the Declaration of London adopted by Great Britain as to blockade, are discussed, and several decisions of the British prize courts prior to the present war, as well as the Matamoras cases in the American Civil War, are recalled to support the contention of the United States.

Fails to Meet Three Tests.

Measured by "the three universally conceded tests, the present British measures cannot be regarded as constituting a blockade, in law, in practice or in effect."

Formal notice is given that the "blockade" which Great Britain "claims to have instituted under the Order in Council of March 11 cannot be recognized as a legal blockade by the United States."

The British view of the famous Springbok case before the outbreak of the present war is cited to support the American contentions.

The note deals exhaustively with the modes of judicial redress for citizens of neutral countries, and reaches certain general conclusions. "The government of the United States," it says, "has viewed with surprise and concern the attempt of his majesty's government to confer upon the British prize courts jurisdiction by this illegal exercise of force in order that these courts may apply to vessels and cargoes of neutral nationalities, seized on the high seas, municipal laws and orders which can only rightfully be enforceable within the territorial waters of Great Britain or against vessels of British nationality when on the high seas.

"The United States government feels that it cannot reasonably be expected to advise its citizens to seek redress before tribunals which are, in its opinion, unauthorized by the unrestricted application of international law to grant reparation, nor to refrain from presenting their claims directly to the British government through diplomatic channels."

Secretary Lansing, moreover, notes in this connection that the charges, such as pilotage, wharfage, unloading costs, etc., against a detained vessel must be paid by the claimants, and adds that the United States is "loath to believe that such ungenerous treatment will continue to be accorded American citizens." Any waivers of indemnity exacted from American citizens "under such conditions of duress," it is declared, cannot preclude them from subsequently obtaining redress through diplomatic channels.

CANNOT YIELD, LONDON FEELS

British Press Says U. S. Asks More than Can Be Granted.

SEES SERIOUS ISSUE WITH WASHINGTON

"Daily Chronicle" Declares Diplomatic Difficulties Are Greatly Increased.

[By Cable to The Tribune.]

London, Nov. 8.—Commenting on the American note, the British press generally calls the latest protest a firm document, which will increase diplomatic difficulties with the United States. For Great Britain feels that she can hardly yield to the United States on the points involved.

Great Britain's position is that she is engaged in a life and death struggle and therefore has to consider all questions on the practicable basis of winning the war; that such a world war is bound to carry some inconvenience to neutrals, but that, as far as is possible and consistent with doing everything in her power to win the war, she is careful to do as little as possible to injure the interests of neutrals.

"The Chronicle" says:

"Before commenting on it we may perhaps usefully glance at the actual course of the American negotiations with Germany. It will then be seen that far from these negotiations laying this country under any sort of obligation, the obligation was rather the other way. In the first place, we should note that the United States protested, not against German submarine crimes as such, but against violations of international law, to whose benefit we as belligerents were entitled, or even of that law to whose benefit other neutrals were entitled.

Dallied with Germany.

"As long as victims of criminal submarining were only British, French, Scandinavian or Dutch subjects the United States was just as silent as it has been regarding those atrocities in land warfare whereby Germany destroyed the bulk of the Hague conventions. It was only when large numbers of American subjects were killed and American lives daily imperilled that Washington protested.

"In the second place, its protests never went beyond very polite negotiations, which Germany was allowed to spin out just as long as it suited her convenience. The final concession made by Germany to America was not obtained by the American diplomatists. It was obtained by our navy, which developed ways of destroying pirate submarines.

"The purport of the whole note is not, of course, to put a pistol to our heads, but to tell us firmly—one might almost say harshly—that the United States does not accept our main contentions, does not acquiesce in our policy, and will continue to press strong protests upon us. It points to a continuance of diplomatic difficulties between Washington and London—difficulties which we would say frankly cannot possibly be diminished without serious modification of the American attitude.

Sees Many Difficulties.

"With the American Presidential election looming ahead, such modifications, in defence to reason and argument, will be unusually hard for Washington to make, and that is perhaps the least hopeful element in the affair."

"The Daily News" says:

"The new American note is voluminous, highly technical, and in some respects a momentous document, and it cannot escape comment, moreover, that the note is couched in vigorous and uncompromising language, paralleled in one or two of Mr. Lansing's notes to Germany, but hitherto foreign to communications that have passed between Washington and London.

"No mistake could be graver than to under-estimate the seriousness of the contentions advanced by Washington. In certain respects the issues can be narrowed down from the dimensions they assume in the note. The complaint, for example, that American ships are brought into port under suspicion and then charged with port dues and other exactions will, we imagine, be recognized at once as reasonable where the facts are established and the grievance rectified.

"More important is the contention that the blockade is not binding because it is not effective. Our submarines in the Baltic have completely revolutionized the situation, in which German ports were 'notoriously open' to Scandinavian trade, and their activity will, we can hardly doubt, be accepted in Washington as modifying very materially the contention that the blockade is ineffective."

Finds It Unworthy of U. S.

"The Times" says it imagines that American jurists and diplomats will feel that the note is not altogether worthy the better traditions of the Republic, since it raises a number of technical points of disputed international law, but nowhere rises to the broad view of the larger issues involved in the world war or indicates the statesman's ability to adapt old principles to novel conditions.

Proceeding to complain that the United States relies for precedents on the period since 1888, when there was no maritime warfare of the first order, and seeks to apply them to the most terrible struggle that has convulsed the world for over a century, "The Times" characterizes the note as savoring rather of a brief than of a judgment or an argument which large-minded counsel would care to submit to an intelligent court.

"The Daily Mail" says:

"Our case—it is a very strong one—is that the Orders in Council were in reply to Germany's repudiation of all international law. The power which wickedly torpedoed neutral ships and ships with neutral passengers, and which sowed the sea with mines showed complete indifference for those neutral rights of which the United States declares itself the unhesitating champion.

"We waited for the neutrals to act, and as they did not act we acted ourselves in the interests of humanity. The doctrines which we applied are, in essence, those laid down by the United States courts in the Civil War.

"They are applied to the new conditions of modern warfare, but their adaptation does not imply contravention of principles. If in the Civil War the United States ships generally searched vessels at sea, there then were no torpedoes, no submarines and no mines spread broadcast on the open sea."

LONDON RAID LOSS LISTED BY GERMANS

Zeppelins Destroyed Docks and Ships and Damaged Arsenal, Says Berlin Report.

Berlin, Nov. 7 (by wireless to Sayville, N. Y.).—Very serious material damage was done in London and the metropolitan district by the Zeppelin bombardment of October 13, according to information obtained from an authoritative military source here. The raid was vastly more effective than any of those which preceded it. Not only were several docks damaged, but warehouses were burned, and some of the ships hit were said to have been destroyed. The Woolwich arsenal, it is claimed, was struck and some of the machinery destroyed.

It is asserted that the London docks were effectively bombed, as were the East India docks, where a big warehouse was burned. The quay wall of the City of London docks was damaged and a cotton warehouse was burned at Victoria docks. The Tower of London and the Tower bridge were bombarded.

Batteries with searchlights at Billingsgate and Enfield and the pumping station at Hampton were damaged. Another searchlight battery was bombed in a Kentish town and several were extinguished. Factories were burned or damaged at Croydon, West Ham and East Ham. Fire from a battery at Ipswich weakened materially after a few bombs had been dropped on it.

Twenty-six searchlights were kept playing on the Zeppelins and four aeroplanes attacked them, but none of the German machines was damaged. The continual fire from anti-aircraft guns showed that London was very well defended so far as the number of guns was converned.

Serbs Turn Captured Guns on Former Austrian Owners

Russia Sends Ammunition for Them Taken at Przemysl —30,000 Austrian Serbs Sent Up Danube to Fight Against Old Oppressors.

By GORDON-GORDON SMITH.

Nish, Oct. 12.—One of the curious contrasts which the war offers is the survival of civilization and even luxury in the midst of devastation. Serbia has fought three wars in five years and has been swept by an outbreak of typhus such as have not been seen in Europe since the Middle Ages. Two hundred thousand men have died in battle and eighty thousand of typhus.

And yet it is possible to travel from Salonica to Nish in a train with restaurant and sleeping cars. But this train, representative of the comfort and luxury of the twentieth century, moves along a line every mile of which is guarded by soldiers from Salonica to the Serbian capital. The only concession it makes to war conditions is its fifteen miles an hour rate of speed.

As long as the train travels on Greek territory the line is guarded by soldiers in spick and span uniforms, just served out to the Greek army on its mobilization. But once it crosses the Serbian frontier the whole aspect changes. It is clear that one is in a country already in a state of war.

As the train winds its way at a snail-like pace among the parched and arid hills the guards are swarthy Serbian peasants, with no sign of uniform except the military kepi and the cartridge belt. But their guns and bayonets are clean and soldier-like, and even in their peasant clothes they have a martial aspect.

Veterans Guard Nish Road.

As the train approaches the Bulgarian frontier the signs of military occupation increase. Isolated sentries become companies, and on the mountain crests the silhouettes of the men and guns mounting guard are clearly visible. Lines of trenches are also visible. It is clear that no surprise is possible in this direction.

One has only to look at the troops to see that they are veterans. The bronzed, swarthy faces, barred by the heavy drooping mustache characteristic of the Slav, have an air of resolution and confidence in themselves that shows they are soldiers who already know what war means.

Two hundred thousand of their comrades have lost their lives on the blood-drenched plains of Thrace and Macedonia and on the banks of the Danube. They have faced the horrors of a typhus epidemic, but they still keep their courage high and will fight to the last against any odds to defend their country.

The six months' respite since the crushing defeat they administered to the Austrian army has been devoted to a complete reorganization of their forces. American, British and French sanitary commissions have done yeoman service in stamping out the epidemic of typhus, a corps of French aviators has been sent to reinforce the Serbian airmen, the automobile and artillery parks have been renewed, and immense masses of munitions and war stores of all kinds have been poured into the country.

Large quantities have been received from Russia. This may appear strange, as Russia was supposed to be herself short of ammunition.

Austrians' Guns Turned on Owners.

The explanation is that in the first Galician campaign Russia captured at Przemysl and elsewhere immense quantities of Austrian munitions. The Serbians, on their side, during the rout of the Austrian army captured hundreds of guns and thousands of rifles. In order that these may be used against their former owners, Russia has sent to Serbia the necessary ammunition from the captured stores. This they were able to send by water.

The Danube is one of the few waterways that have been internationalized. One bank is Rumanian and the other Serbian, while a short portion runs between Serbian and Austrian territory. The Danubian delta in the Black Sea is in the hands of an international commission.

It is this fact that permitted Russia to send 30,000 Austrian Serbs, taken prisoners fighting for Austria in Galicia, to Serbia. These men, who were interned in Silesia, volunteered to come and fight for what every Serbian under the Austrian yoke still regards as the mother country.

I saw 1,500 of them to-day traversing the streets of Nish, coming back from the "intendance," where they had had Serbian uniforms served out to them. They were tall, finely built men, with good military bearing. I imagine their former masters will have to reckon seriously with them when they meet on the banks of the Danube.

The Allies have also assisted Serbia efficaciously financially. It is therefore no exaggeration to say that Serbia as a fighting force is to-day more formidable than she was at the beginning of the war.

Nish Under War Conditions.

Life at Nish is entirely under war conditions. I had not seen the town for nearly twenty years, but I found it little changed. The railway station seemed as far from the town as ever. (The French capitalists who built the Balkan railways seem to have made it a rule to construct the station a couple of miles from the towns they served, whether for strategical or commercial reasons I never knew.)

The wide cobblestone streets, with the one or two story houses on either side, are as badly paved as ever, the same bullock-drawn wagons are "en evidence" by hundreds and every breath of wind raises the same clouds of blinding, suffocating dust.

But where the difference comes in is in the population. In times of peace Nish is an overgrown Serbian village, with 22,000 inhabitants. To-day it has 75,000, and at one time, after the bombardment of Belgrade, there were 115,000. How they were lodged God knows! For at present grand hotel prices are being charged for the smallest room the moment it has a bed in it. In the hotels the double-bedded rooms are let out by the bed—that is to say, the landlord reserves the right to let each bed to a different guest, like the cabins on board ship.

The restaurants are overcrowded and are doing business at famine prices, at least for Serbia. Of course, the military element is supreme, the khaki uniforms of the Serbian army are everywhere; some that have evidently seen service in hard fought campaigns, others that have just been served out to recruits.

But the calm confidence that prevails is admirable. Serbia is entering on its fourth (and most formidable) campaign with undiminished courage and resolution to defend the country to the last.

P. S.—Just as I was finishing this dispatch an Austrian or German aeroplane flew over the town. The attitude of the population was curiosity; it certainly was not fear. In spite of the fact that a score of guns were firing at the intruder and the shrapnel were bursting all around the aeroplane the whole of Nish, regardless of possible bombs, was out of doors to watch its flight. The aeroplane, however, flew too high to run much chance of being struck, and it went off in a southerly direction, apparently unscathed. The one bomb the aeroplane dropped fell near the bridge about 100 yards from where I was. It killed four people and wounded six.

GERMANS PUT RUSSIAN PRISONERS IN FRONT

Petrograd Hears Captives Are Made Targets in Battle.

Petrograd, Nov. 7.—What purport to be extracts from two letters found on the bodies of German soldiers have been published by the Imperial Commission of Inquiry Into the Conduct of the War. The first reads:

"In this case, when the advance becomes too hard, we take Russian prisoners and drive them before us against their fellow countrymen. Thus they, at least in some measure, diminish our losses."

The second reputed quotation follows:

"We don't know what to do with prisoners. Henceforth we shall drive every Russian who surrenders before the line of our fortifications to be shot."

The commission announces that these letters will be photographed and translated into the leading languages of the world, to be sent broadcast.

POISON GAS PLANT RAZED

Forty-two Workmen Suffocated When French Bombs Fire Works.

Geneva, Nov. 7.—The poisonous gas factory at Dornach, Alsace, which was attacked on Friday by French aviators, was virtually destroyed, according to a report which has reached here from Basel.

The manager and forty-two workmen are said to have been suffocated by fumes resulting from explosions, while other employes who were overcome were sent to hospitals.

A fair price

Big as it is, new as it is, modern as it is, and superior as it is in all respects to any other similar structure in New York to-day, the Equitable also possesses the main element of a sound business proposition, to wit:

A fair price and no favorites!

Equitable Building Corporation
120 Broadway

Fifth Avenue 46th & 47th Streets

The Paris Shop of America

J. M. Gidding & Co.
564-566 and 568 Fifth Avenue, 46th and 47th Sts.

Present

Special Displays of

Fashion Furs

In very new effects—

THE HARRIMAN NATIONAL BANK OF THE CITY OF NEW YORK

A Day in Fifth Avenue

New York rejoices in its Broadway, but takes pride in its Fifth Avenue.

The movement of trade during the past few years which has made the Fifth Avenue Section the great shopping thoroughfare of the Metropolis, is an interesting, though familiar, development of a great city. Trade does not, as a rule, stay where it is put except to decay; it is always seeking closer proximity to the customer.

An intelligently planned journey in Fifth Avenue is replete with many of the charms and pleasures of a tour of the great cities of the world, so far as the products of man's hand and brain are concerned. There are galleries, both private and public, filled with rare paintings, porcelains and objets d'art from old world collections; there are fine shops stocked with exclusive products of mills and factories, with fruits of the loom, and creations of the costume ateliers of New York as well as of Paris and London; there are restaurants and hotels whose names are symbols in their field; buildings of notable architecture; near at hand places of amusement of note, and the great railroad terminals—all in the traditional atmosphere of the most distinguished thoroughfare of America's greatest city.

This is the location of the Harriman National Bank, and suiting its banking policy to its surroundings, it aims to deal generously, broadly and in a progressive spirit with its customers.

BANKING HOURS FROM 8 A. M. TO 3 P. M.
SAFE DEPOSIT VAULTS 8 A. M. TO MIDNIGHT

HARRIMAN NATIONAL BANK
FIFTH AVENUE AND 44TH ST., NEW YORK

GLASTENBURY HEALTH UNDERWEAR

GLASTENBURY KNITTING CO. Established 1855 — GLASTENBURY TRADE MARK HEALTH UNDERWEAR

FOR MEN

Safety First, Last and All the Time—against Sudden Chills, Colds, Pneumonia and Rheumatism.

Famous over half a century for its superior qualities.

Every garment shaped to the figure and guaranteed not to shrink.

Glastenbury Two-Piece, Flat Knit Spring-Needle Underwear is made in fifteen grades, several weights of fine wools, worsted and merino.

See special feature of adjustable drawer bands on

320 Natural Gray Wool, winter weight	per garment	$1.50
3005 Natural Gray Wool, winter weight (double thread)	per garment	1.75
C. B. Imp. Natural Gray Worsted, light weight	per garment	1.50
A Natural Gray Australian Lamb's Wool, light weight	per garment	1.75
G/H Natural Gray Worsted, medium weight	per garment	2.00
A. H. Natural Gray Australian Lamb's Wool, winter weight	per garment	2.50

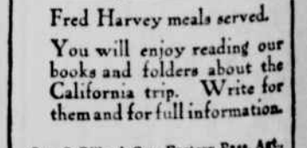
For Sale by Leading Dealers

ROBERT REIS & COMPANY, Wholesale Distributors, N. Y.

Write for booklet—sample cuttings. Yours for the asking. Dept. 2.

Glastonbury Knitting Company, Glastonbury, Conn.

December ends two fairs for one fare



Go now

San Francisco Exposition closes Dec. 4.

San Diego Exposition closes Dec. 31.

Low-fare excursion tickets on sale until Nov. 30—good for return until Dec. 31.

On your way there visit the Grand Canyon of Arizona. A Pullman to the rim.

Travel luxuriously on the California Limited or economically in a tourist sleeper.

Fred Harvey meals served.

You will enjoy reading our books and folders about the California trip. Write for them and for full information.

Geo. C. Dillard, Gen. Eastern Pass. Agt., 377 and 1232 Broadway, New York City. Phone, Franklin 3310 and 3301.