

Teaching Trades to Uncle Sam's Soldiers New plan to fit young men for civilian life while serving in the army. In THE SUN next Sunday.

THE WEATHER FORECAST. Fair to-day; fair and warmer to-morrow; moderate winds. Highest temperature yesterday, 67; lowest, 61. Detailed weather, mail and marine reports on page 15.

FRICKS TO JOIN SCHWAB IN BIG STEEL MERGER

Another Great Enterprise by "Carnegie's Boys" Reported.

UNION OF BETHLEHEM WITH LARGE PLANTS

Developments in the new era of great steel combinations led by four of "Carnegie's boys" came fast yesterday when it became known that another powerful new amalgamation was almost completed...

While negotiations in two deals which may result in these two strong interests coming together were going on in New York yesterday the incorporation of the Midvale Steel and Ordnance Company, with \$100,000,000 capital, raised from less than \$10,000,000 capital of the old Midvale company, was announced from Dover, Del.

Interest in these great deals was deepened because four of the moving forces had received their training under Andrew Carnegie, and, as "Carnegie's boys," were wearing the mantle of leadership that their mentor, the great promoter, had laid aside.

The Bethlehem Steel Company is the center of the great combination now in process of forming. Charles M. Schwab is the leading figure.

The negotiations which are expected to culminate in the big Bethlehem deal are going on along two paths, which apparently are heading toward each other.

Mr. Schwab is a director of the Pennsylvania Railroad Company, and it is believed, are so close to success that an announcement of purchase may be made any time.

Henry C. Frick is after the Cambria Steel Company through an agent, Charles M. Schwab, who is believed to be in the hands of leading bankers and who is related to Mr. Frick.

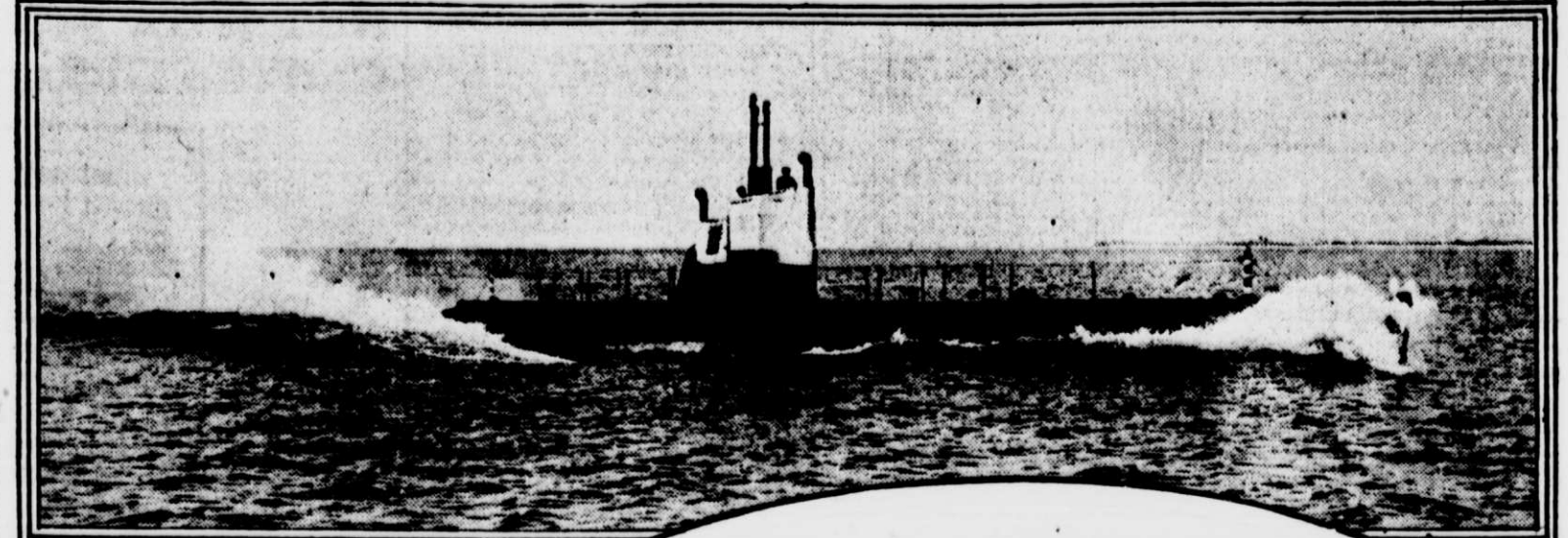
Mr. Frick has long been considering the purchase of the Cambria Company. It has been several years that Cambria and Pennsylvania would ultimately be joined.

Mr. Schwab and Mr. Frick of the Pennsylvania and Mr. Frick of the Cambria, if this is the result of the negotiations now being carried on, there is little doubt in the minds of leading bankers and those to the properties involved and steel men that the two men will get together.

With the uniting of the interests of Mr. Schwab and Mr. Frick is still a question of some indefiniteness. It is a fact that Mr. Schwab definitely is arranging to buy the Pennsylvania Steel, an important meeting was held yesterday at his office at 111 Broadway.

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SUBMARINE DESIGNED AND BUILT IN AMERICA TORPEDOED GERMAN BATTLE CRUISER MOLTKE



Craft Constructed in This Country Active in Baltic Operations.

TEN SENT ACROSS UNDER OWN POWER

An American designed and built submarine torpedoed the German battle cruiser Moltke in the Baltic Sea weeks ago. Other vessels of this type are operating now in the North and Baltic seas.

Ten submarines, each about 160 feet in length, were built for the American design and patents for the British Government. They might have been built in this country, but William Jennings Bryan objected.

When the war started Charles M. Schwab obtained a contract for ten submarines to be built in this country by the Electric Boat Company.

Mr. Schwab was told to go ahead with the building of the boats and that they could be completed in six weeks until after the war, when they could be delivered.

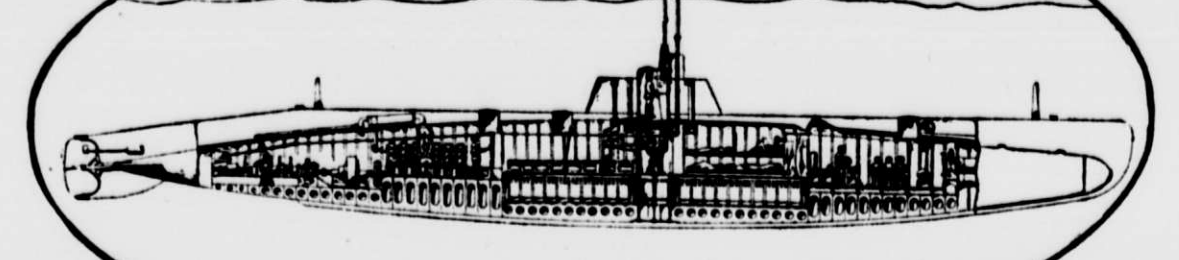
The Electric Boat engineers at once went to work and the British Government authorities there and found a plant at Montreal which had been erected by the Vickers, Maxims Company.

In four months after the work started the first boat was completed and the other nine followed in quick succession.

Each boat was fitted with sixteen torpedoes. The boats were not fitted with guns, but were so built that guns could be added at a later date.

When the first lot of boats were ready for delivery the British Government was notified and within a very short time Rear Admiral, several officers and sailors and engineers arrived to take the boats over the sea quickly.

Six were to go on the first trip and they took on their supplies of torpedoes, oil, food, clothing and water.



ABOVE—A submarine of the H type, running on the surface at fourteen knots; below it a longitudinal section of the same class of boats, showing the interior structure.

AMERICANS UNDER SHELL FIRE 4 DAYS

Dr. Wheeler Tells How the Foreign Legion Fought in Champagne. MANY STILL MISSING

Some have been sent through the strait and did much damage to Turkish transports in the Sea of Marmora and at Constantinople.

From Montreal to St. John's, Newfoundland, is 1,200 miles from St. John's to the coast of Ireland 2,000 miles, to Portsmouth 400 miles, to Gibraltar 1,200 miles, and from Gibraltar to the Dardanelles 2,200 miles, making a total of 7,000 miles from Montreal to the Dardanelles.

They had comparatively smooth weather on this trip, but rough weather would have bothered them much, except to make things uncomfortable for those on board.

Soon after the first six were started on their long voyage the other four were completed when they were tried and equipped they made the voyage across the Atlantic just as the others did.

DR. RICE SAYS HE WILL WED MRS. WIDENER

Explorer and Surgeon Gets License to Marry Widow of Titanic Victim.

Boston, Oct. 5.—Dr. Alexander Hamilton Rice of this city, explorer and surgeon, took out a license to-day to wed Mrs. Eleanor Elkins Widener of Philadelphia, who gave the magnificent Widener library to Harvard University in memory of her son, Harry Elkins Widener, who with his father was lost in the Titanic disaster.

M. VENIZELOS IS FORCED OUT BY KING OF GREECE

National Leader's Pro-Ally Stand Resented by Ruler.

LONDON LOOKS FOR REVOLT IN ATHENS

Special Cable Despatch to THE SUN. LONDON, Oct. 5.—The Greek Premier, M. Venizelos, handed his resignation to King Constantine this evening, says a late despatch from Athens.

The King summoned M. Venizelos this afternoon and informed him that he could not support the policy which had permitted the landing of allied troops at Salonica.

To-night the Greek situation is one of the most peculiar as well as the most menacing that has arisen out of the war. The resignation of M. Venizelos will necessarily mean the dissolution of the present Greek Cabinet and the formation of a new one.

It would appear from the scanty news at hand that King Constantine, always a sympathizer with the German cause, has determined to stave everything in the support of that cause and to prevent Greece from aligning herself with the Allies, even at the risk of losing his throne.

It is pointed out here that a break between the King and M. Venizelos is likely to throw the country into revolutionary confusion.

During the debate the Premier made it clear that his Government has received a firm friendship and will stand by Serbia and the Quadruple Entente.

NOT ON GERMAN LIST. PARIS, Oct. 5.—The Spanish Embassy in Berlin has informed Ambassador Sharp in Paris that Kenneth Weeks, John Smith and Russell Kelly, Americans in the Foreign Legion, do not appear on the German list of French killed or wounded in the region where the three disappeared.

Force Unloading of Carcases of Bacon Bought by Denmark. LONDON, Oct. 5.—Despatches from Copenhagen say a despatch has been created here by the announcement that three liners of the Scandinavia-America Line were ordered at Kirkwall in the harbor of the Orkney Islands.

Germany Disavows Arabic Sinking, Offering to Pay Indemnity for Lives Lost

Von Bernstorff Clears Way for a Complete Settlement of Submarine Controversy—Safety of Passengers in the Future Is Assured by the Kaiser.

U BOAT COMMANDERS GET POSITIVE ORDERS

WASHINGTON, Oct. 5.—Count von Bernstorff, the German Ambassador, presented a note on behalf of his Government to Secretary Lansing to-day announcing complete and unconditional disavowal of the submarine attack on the British liner Arabic and offering to pay indemnity for the American lives lost with that vessel.

The Ambassador's note also contained the important statement that recent orders issued to submarine commanders by the German Emperor are of such a character "that the recurrence of incidents similar to the Arabic case is considered out of the question."

This, it is understood, refers to an instruction to submarine commanders that in all cases of doubt as to the hostile intentions of an enemy passenger ship, the submarine is to give the passenger ship the benefit of the doubt.

This was the crucial point in the Arabic case, the German Government having stated that the submarine commander reported that he thought the Arabic intended to ram him and so torpedoed her.

Not Up to Requirements. The difficulty with the statement or memorandum delivered by the Ambassador on Saturday was that it stopped short of what the United States required.

President Wilson took the view that this was unsatisfactory and disappointing for the line of what the German Ambassador had to say.

German Stand Surprising. The completeness of Germany's disavowal in the Arabic case in regard to her submarine programme generally has surprised even those who have been most optimistic as to the outcome of the controversy.