

AMERICA ASKS AUSTRIA TO RECALL HER AMBASSADOR

EFFORT TO CRIPPLE MUNITIONS PLANTS

REQUEST IS THE ANSWER OF U. S. TO AUSTRIAN ENVOY'S EXPLANATION OF LETTER.

GERMAN ATTACHE INVOLVED

Captain von Pape Equally Interested in Scheme to Cause Strikes in Plants Making War Supplies for Allies, Belief.

Washington, Sept. 11.—The United States has asked for the recall of Dr. Constantin Theodor Dumba, the Austrian ambassador to this government. The request was contained in a note cabled to Ambassador Penfield at Vienna. It was the answer of the American government to Dr. Dumba's explanation of his intercepted letter to Vienna outlining plans for handicapping plants in this country making war supplies for the allies.

German Military Attache Involved.

The belief is strong that this government will take a similar step in the case of Captain von Pape, the German military attache in this country. The letter written by Dr. Dumba to his government which was found among the effects of James F. J. Archibald, when he was arrested by the English police, indicated that Captain von Pape was equally interested in the scheme to cause strikes in American manufacturing plants. On this point Dr. Dumba's letter said: "It is my impression that we can disorganize and hold up for months if not entirely prevent the manufacture of munitions in Bethlehem, and the Middle West, which, in the opinion of the German military attache, is of great importance and amply outweighs the expenditure of money involved."

Bernstorff Not Affected.

The decision of the president to ask for the recall of Dr. Dumba came as the result of the conference between Dr. Dumba and Secretary Lansing. The conference was held at the request of Dr. Dumba who desired to submit his version of the incident to this government. The ambassador, it is well known, endeavored only to explain his position, and declined to admit that in trying to interfere with the manufacture of munitions in this country he was committing an impropriety. The ambassador told Secretary Lansing that he believed he had a right to advise his countrymen, even to the extent of asking them to quit certain kinds of employment. He pointed out also that inasmuch as the Austrian subjects in this country were practically military reservists, they should not be expected to manufacture arms and ammunition to be used against their own government.

Austria to Comply, Belief.

It is believed there is little possibility that the Austrian government will decline to comply with the request for the recall of Ambassador Dumba. It has been said that it rests with the government to which a representative is accredited to say whether he is acceptable and that a mere suggestion that he is not satisfactory is sufficient for his recall. Cases have occurred, however, in American history, where other nations declined to accede to the request of the United States for the recall of their representatives. In such cases the United States followed regular diplomatic procedure and refused to recognize the representatives to whom objection had been taken.

The action of the president asking for the recall of Ambassador Dumba is stated to be based on two reasons. One of these is new to the diplomacy of the country. The first reason is that the ambassador interfered in the internal affairs of the country. The second is that he employed an American citizen to violate the neutrality of the United States.

Berlin Upholds Dumba's Course.

London, Sept. 11.—An Amsterdam dispatch to Reuter's Telegram Co., says that the Wolff Bureau of Berlin has issued a semi-official note stating that Ambassador Dumba only warned his countrymen against committing acts which the Austrian military penal code threatens to punish severely, "then that was not only his right, but also his duty."

Rifle Clubs to Defend Plants.

Chicago, Sept. 11.—Strikes in five Chicago factories, called following dissemination of reports that war munitions were being manufactured in them for the allies, have brought action on the part of the Illinois Manufacturers' association. The association took steps for the organization of patriotic rifle clubs, independent of the National Guard, for the protection of the industries of this state and nation against armed interference of citizens from other nations.

U. S. Note Asking Recall of Dumba

Washington, Sept. 11.—The text of Secretary Lansing's cable to Ambassador Penfield at Vienna for transmission to the Austrian foreign office follows:

"Mr. Constantin Dumba, the Austro-Hungarian ambassador at Washington has admitted that he proposed to his government plans to instigate strikes in American manufacturing plants engaged in the production of munitions of war.

"The information reached this government through a copy of a letter from the ambassador to his government.

"The bearer was a citizen named Archibald who was traveling under an American passport.

"The ambassador has admitted that he employed Archibald to bear official dispatches from him to his government.

"By reason of the admitted purpose and intent of Mr. Dumba to conspire to cripple legitimate industries of the people of the United States and to interrupt their legitimate trade, and by reason of the flagrant violation of diplomatic propriety in employing an American citizen protected by an American passport as a secret bearer of

CONSTANTIN DUMBA



official dispatches through the lines of the enemy for Austria-Hungary, the president directs me to inform your excellency that Mr. Dumba is no longer acceptable to the government of the United States as the ambassador of his imperial majesty at Washington.

"Believing that the imperial and royal government will realize that the government of the United States has no alternative but to request the recall of Mr. Dumba on account of his improper conduct, the government of the United States expresses its deep regret that this course has become necessary and assures the imperial and royal government that it sincerely desires to continue the cordial and friendly relations which exist between the United States and Austria-Hungary."

Lansing Cancels Archibald Passport.

Washington, Sept. 11.—Secretary Lansing has cancelled the passport of James F. J. Archibald, the American correspondent on whom British secret service men found communications from Dr. Constantin Dumba, the Austrian ambassador, to his foreign office on the subject of fomenting strikes in American munitions plants. American government officials were amazed at the disclosures which followed Archibald's detention at Fal-mouth.

Dumba Declines Comment.

New York, Sept. 11.—Constantin T. Dumba, the Austro-Hungarian ambassador, dined during the evening with Count von Bernstorff, the German ambassador, at the latter's hotel. Both denied themselves to callers. Doctor Dumba, it was learned, received a copy of the note sent to Ambassador Penfield, requesting that the Austro-Hungarian ambassador be recalled, but he declined to comment on it.

Likely to Succeed Dumba.

St. Paul, Sept. 10.—A suggestion as to ambassador Dumba's successor came from Edgar Prochnik, Austro-Hungarian consul at St. Paul, who stated that in all probability Count Erich Zwielenek von Sudenhorst, legal adviser and counselor of the Austrian embassy at Washington, would succeed to the position left vacant. Mr. Prochnik would not comment on the situation, but said he did not believe it would have any effect on the local consul.

INDEMNITY FOR ARABIC DENIED

GERMANY REFUSES TO ADMIT ANY OBLIGATION FOR LOSS OF AMERICANS.

WOULD ARBITRATE QUESTION

Berlin Ready to Refer Matter of Reparation to Hague, As Well As Right of Commander to Fire Torpedo.

Washington, Sept. 10.—A note from Germany regarding the sinking of the liner Arabic reached the State department by cable through Ambassador Gerard soon after the arrival of a mail report from Ambassador Page at London, enclosing affidavits of the Arabic's survivors.

With all available information concerning the case at hand, President Wilson and Secretary Lansing are now in a position to consider the course to be pursued by the United States.

In connection with the German explanation they will give consideration to the assurances given since the Arabic incident that German submarine commanders are under instructions to destroy no more liners without warning.

The sufficiency of the German excuse for attacking the Arabic is believed to hinge in some degree upon the movements of the liner just before the explosion.

Refuses to Pay Indemnity.

Outside of a narrow official circle it was not known in Washington until the press received the text of the memorandum from Berlin, that Germany had refused to admit any obligation to pay indemnity for the loss of Americans with the Arabic, even if it should prove that the submarine commander was mistaken in believing that the liner intended to attack him. Secretary Lansing, during the day, referred to the communication only in the most general way and indicated there would be no comment until the matter had been given the most careful consideration.

New Question Arises.

Press dispatches from Berlin, recently, saying Germany would offer to refer the matter of reparation to The Hague, were followed by intimations from high officials that such a proposal would be acceptable. At that time, however, there had been no suggestion of a proposal to arbitrate the question of the right of the submarine commander to launch a torpedo at a passenger carrying vessel under the circumstances of this case.

KEEL OF CALIFORNIA LAID

Work Is Begun on the Construction of the First Electrically Propelled Battleship.

New York, Sept. 10.—Work on the construction of the first electrically propelled battleship ever projected was begun today by the government navy yard here today with the laying of the keel of the California.

The American navy blazed the way in the introduction of electrically driven war craft when the collier Jupiter was commissioned last year. The new idea in propulsion, successfully developed on the Jupiter, will now be adapted to the needs of a first line battleship. The experiment is one which has aroused the interest of naval constructors the world over.

The new dreadnaught will displace 32,000 tons, or 1,000 tons more than the Pennsylvania. Her length over all will be 624 feet, with a 97-foot beam and a draft of 30 feet. She will have a speed of 21 knots. The cost will approximate \$15,000,000, half of that amount being put into her armor and armament. For her main battery she will mount twelve 14-inch guns, three abreast in four turrets. The secondary battery will comprise twenty-two 5-inch rapid fire guns and she will carry four submerged torpedo tubes.

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Belgian Minister of State Dies.

Havre, Sept. 10.—The death is announced of Louis Hysmans, the Belgian minister of state and member of the Belgian chamber of deputies for Brussels.

Rifle Clubs to Defend Plants.

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German Note on Sinking of Arabic

Berlin, via London, Sept. 10.—Germany's note to the United States bearing on the sinking of the White star line steamer Arabic on Aug. 19, which was communicated to the American ambassador, James Gerard, for transmission to Washington, is in the form of a memorandum, the text of which follows:

"On Aug. 19 a German submarine stopped the English steamer Dunsley about 16 nautical miles south of Kinsale and was on the point of sinking the prize by gunfire after the crew had left the vessel. At this moment the commander saw a large steamer making directly toward him. This steamer, as developed later was the Arabic. She was recognized as an enemy vessel, as she did not fly any flag and bore no neutral markings.

"When she approached, she altered her original course, but then again pointed directly towards the submarine. From this the commander became convinced that the steamer had the intention of attacking and ramming him.

"In order to anticipate this attack, he gave orders for the submarine to dive and fired a torpedo at the steamer. After firing he convinced himself that the people on board were being rescued in fifteen boats.

"According to his instructions, the commander was not allowed to attack the Arabic without warning and without saving the lives unless the ship attempted to escape or offered resistance. He was forced, however, to conclude from the attendant circumstances that the Arabic planned a violent attack on the submarine.

"This conclusion is all the more obvious as he had been fired upon at a great distance in the Irish sea on August 14—that is a few days before—by a large passenger steamer apparently belonging to the British Royal Mail Steam Packet company, which he had neither attacked nor stopped.

Regrets Death of Americans.

"The German government most deeply regrets that lives were lost through the action of the commander. It particularly expresses this regret to the government of the United States on account of the death of American citizens.

"The German government is unable, however, to acknowledge any obligation to grant indemnity in the matter, even if the commander should have been mistaken as to the aggressive intentions of the Arabic.

"If it should prove to be the case that it is impossible for the German and American governments to reach a harmonious opinion on this point the German government would be prepared to submit the difference of opinion, as being a question of international law, to The Hague tribunal of arbitration, pursuant to Article 38 of The Hague convention for the pacific settlement of international disputes.

"In so doing, it assumes that as a matter of course, the arbitral decision shall not be admitted to have the importance of a general discussion on the permissibility or the converse, under international law, of German submarine warfare."

Germana Take French Trenches.

London, Sept. 10.—The German crown prince is making another determined attempt to break through the French lines in the Argonne, and, according to the Berlin official statement, has succeeded in taking trenches, over a front of 2,000 kilometers (one and a quarter miles), and to a depth of 300 to 400 metres, capturing 2,000 prisoners, 48 machine guns and 64 mine throwers. The French, both in their midnight report and again during the afternoon, admitted that the Germans had gained a partial success.

Zeppelin Destroyed; Crew Killed.

London, Sept. 10.—An Amsterdam dispatch to the Exchange Telegraph company says:

"A Zeppelin which left Brussels in the direction of Antwerp and returned a day later lost a propeller over Stockem. Near Brussels it fell and was entirely destroyed by an explosion. The members of the crew were killed."

Norway Loses Forty-one Ships.

Washington, Sept. 10.—Forty-one ships flying the Norwegian flag have been lost since the beginning of war in Europe and 76 sailors have perished, according to a report received at the state department from the American minister at Christiania.

Thirteen ships were destroyed by mines, 34 were sunk by torpedoes, 3 disappeared in the war zone, and one was crushed by a German warship, the report stated. Another ship was taken as a prize to Hamburg.

Austrian Leader Has Cholera, Report.

Rome, Sept. 10.—The Austrian commander in chief, Conrad von Hotzen-dorf, has been stricken with cholera, according to a press dispatch from Udine. This report is unconfirmed from any other source.

Lansing Cancels Archibald Passport.

Washington, Sept. 10.—Secretary Lansing has cancelled the passport of James F. J. Archibald, the American correspondent on whom British secret service men found communications from Dr. Constantin Dumba, the Austrian ambassador, to his foreign office on the subject of fomenting strikes in American munitions plants. American government officials were amazed at the disclosures which followed Archibald's detention at Fal-mouth.

LINER HESPERIAN IS TORPEDOED BY GERMAN SUBMARINE; 26 LIVES LOST

SHIP PLUNGES TO BOTTOM NEAR SCENE OF ATTACK TAKING WITH HER 3,545 BAGS OF MAIL.

PASSENGERS DECLARE NO WARNING WAS GIVEN

Consul Is Unable to Learn of More Than Two Americans Who Were on Steamer, Both Members of Crew, and Both Saved.

Amsterdam, Sept. 8.—Germany will disavow the attack on the Hesperian, if English reports of the circumstances are fully corroborated by her submarine commander, according to a dispatch from Berlin. Germany's explanation, the dispatch stated, will be that if a submarine torpedoed the liner without warning it was because the U-boat had left its base before the new instructions were issued through the admiralty.

London, Sept. 8.—According to the Daily Mail, Mrs. Chatham of Montreal, one of the survivors of the Hesperian says she saw a torpedo coming as she leaned over the ship's side.

London, Sept. 7.—The Allan line steamer Hesperian with 350 passengers and a crew of 300 aboard, bound from Liverpool for Montreal, was attacked without warning by a German submarine off the Irish coast just as darkness was falling.

Too Dark to Observe Torpedo. No submarine was seen and probably it was too dark to observe the wake of a torpedo, but all the passengers and members of the crew who arrived at Queenstown in the rescue steamers agree that the attack was made by a German undersea boat, basing their opinion on the force of the shock and the great volume of water thrown into the air. This dropped back on the deck drenching the passengers who were taking an after-dinner promenade, feeling quite safe in the belief that they had passed the submarine danger zone.

Confusion Prevails in Darkness. About 30 Canadian soldiers who had been wounded in battle in Flanders, were going home to recuperate. Most of the other passengers were Canadians returning from a visit to England, or English people on their way to Canada to settle.

The torpedo struck the Hesperian in the forward engine room and the ship immediately began to settle by the head. Captain Main ordered the passengers and crew into the boats but with his officers remained on the bridge.

Queenstown, Sept. 7.—Six second cabin passengers, six third cabin passengers and 13 of the crew of the steamer Hesperian, torpedoed 150 miles off Queenstown are unaccounted for according to the revised official figures issued by the Allan line. This brings the probable death list, including Miss Carberry, of St. Louis, N. F., whose body is here, up to 26.

The captain of the stricken liner remained by his ship until it sank. He declined to comment on the disaster for publication, hence the official statement as to whether he believes his ship was the victim of a torpedo or a mine must come from the admiralty, although the captain is quoted as having told an Allan line official that the Hesperian was torpedoed.

Most of the survivors, passengers and crew, will leave Queenstown by special train and boat for Liverpool.

Ship Plunges to Bottom. Captain Main and the officers who remained aboard the steamer while efforts were being made to tow the liner to port were able to save some of their effects before the ship plunged to the bottom, 78 miles southwest of Fastnet, not far from the scene of the attack, taking with her 3,545 bags of mail, much of it originating in neutral countries.

The flooding of the forward compartments, which caused the Hesperian to sink so much by the head as to throw the propellers out of the water, made the task of towing the liner to Queenstown impossible in the rough sea.

The names of the missing second cabin passengers follow:

Miss Bannister, Mrs. Fisher, Joseph Fowler, Mrs. Hannah Fowler, Maria Jenkins and Miss Murray.

The Hesperian sank at 6:45 o'clock in the morning within a few miles of Queenstown, after Captain Main and a volunteer rescue crew of 25 had made a brave fight to bring the crippled ship into port.

During the night the Hesperian settled gradually by the head. Daylight showed the decks awash and the liner about to take the final plunge.

The captain and crew were taken

Hesperian Attack Surprises Paris.

Paris, Sept. 7.—Great prominence is given by the papers to the torpedoing of the Hesperian. All declare themselves at a loss to find a theory to account for such a proceeding by a German submarine six days after Ambassador von Bernstorff's solemn assurances to the United States that no more liners would be torpedoed unless they tried to ram the underwater craft or attempted to escape, neither of which the Hesperian appears to have done.

British Steamer Sunk; 6 Die.

London, Sept. 7.—The British steamer Cymbeline has been sunk. Six members of the crew were killed and six were injured. Thirty-one others were landed safely.

Austrian Envoy Disliked.

Washington, Sept. 7.—Austrian Ambassador Dumba wired Secretary of State Lansing, making an appointment to give his version of the charges that he planned to foment trouble in American munitions plants. The request was promptly granted.

Washington, Sept. 7.—If these were ordinary times there would be an excellent chance that the state department would ask the Austrian government to recall Ambassador Dumba, officials here said confidentially.

AMERICA SUSPENDS JUDGMENT

AWAITS COMPLETE REPORTS REGARDING SINKING OF LINER.

Officials Not Disposed to Question Good Faith of Germany Regarding Attacks.

Washington, Sept. 8.—Nothing in late advices regarding the sinking of the Allan liner Hesperian served to change the waiting attitude of the American government. Judgment is suspended pending complete information and in spite of the statement of the Hesperian's captain that his ship was the victim of a torpedo and had no warning, high officials here are not disposed to question the good faith of recent unqualified assurance from the German government that her submarine commanders had been ordered to attack no more liners without warning.

Consul Frost cabled from Queenstown that the ship carried on her stern a 4.7-inch gun went unmentioned although the Allan line officials have declared that she had no gun when she left Montreal.

off by rescue boats and landed later in Queenstown by the steamer Empress.

Hit By Torpedo, Says Crew.

The sinking of the Hesperian in deep water probably will prevent an investigation to determine whether the disaster resulted from a submarine's torpedo or from a mine. Passengers and crew assert positively that the vessel was struck by a torpedo, but thus far no statement had been obtained from any one who saw a submarine or a torpedo.

The American embassy is receiving reports from Wesley Frost, American consul at Queenstown, on the question whether warning was given to the liner.

No Warning Given, Claim.

Persons so far seen by Mr. Frost state that no warning was given.

The consul has been unable to learn of more than two Americans who were on the Hesperian, both members of the crew, and both reported to have been saved.

Press dispatches report the death of a Miss Carberry, who is said to have been hurled from one of the boats and to have died from the shock and of another woman who was badly injured and died in one of the rescue steamers while enroute to Queenstown.

The injured number about thirty. For the most part they were passengers in two of the boats which capsized in the darkness before they struck the water. Queenstown dispatches said no Americans were injured.

The Hesperian remained afloat virtually 34 hours after being struck, and it was hoped she could be towed into Queenstown. Several steamers were standing by.

Wireless reports state that Captain Main and the 20 members of the crew of the Hesperian who remained aboard were taken off before the steamer foundered.

WASHINGTON IS SURPRISED

Officials Regard Torpedoing of Liner Hesperian as Inconceivable After Assurances Given by Germany.

Washington, Sept. 6.—Official Washington received news of the torpedoing of the Allan liner Hesperian by a German submarine with surprise, though there was none of the grave anxiety that followed the sinking of the Arabic. It was learned that high officials regarded it as inconceivable that, after the assurances given by the German government last week a German submarine commander had without warning launched a torpedo at a peaceful passenger vessel.

President Wilson and Secretary Lansing heard of the incident first through press dispatches. Some significance was attached to Consul Frost's statement from Queenstown that the Hesperian carried on her stern a 4.7-inch rifle. While international law permits merchantmen to have guns of small calibre for defensive purposes mounted aft, it was pointed out that if the Allan liner acted at all suspiciously after being approached, the presence of this gun probably would figure prominently in the submarine commander's explanation of the torpedoing.

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