

GERMAN ENVOY HAS CONFERENCES WITH DR. DUMBA

Bernstorff, Who Spent Most of Last Night With Austrian, Visits Him To-Day.

SILENT AS TO RECALL

Both Diplomats Avoid Making Any Announcements to the Press.

Count von Bernstorff, Ambassador to Germany, went from his quarters at the Villa-Carlton at a few minutes after noon to-day to the Hotel St. Regis, where he went into a conference with Dr. Constantin Dumba.

Count von Bernstorff had earlier in the day denied any intention of conferring with the Austro-Hungarian Ambassador, saying he had nothing to communicate to his fellow representative of the central powers.

The German Ambassador made the trip in a taxicab, accompanied by Prince zu Hohenlohe-Schillingfurst, secretary of Dr. Dumba. Count von Bernstorff looked much troubled and brushed past all who attempted to question him. He entered the hotel by a Fifth Avenue entrance, escaping most of the newspaper men who had all day been besieging the hotel. The taxicab was held in waiting, with the engine running.

Earlier in the day Dr. Dumba, in order to secure seclusion, ordered that the hotel authorities tell all callers not conducted by one of his staff that he had gone to Lenox, Mass., where he has been staying through the summer, on a train leaving the Grand Central Terminal at 8:51 o'clock, with Prince Hohenlohe. The scepticism with which the information was received was reinforced when the prince appeared in the lobby after 10 o'clock and remarked to an acquaintance that he had just finished a breakfast conference with his chief.

Dr. Dumba dined with Count von Bernstorff last night at the Ritz-Carlton and they sat together in a quiet corner of the roof garden of the hotel until 2 o'clock this morning. Count von Bernstorff's secretary, Captain Edler, denied until a few minutes before this afternoon's renewal of the consultation of the ambassadors that the German envoy contemplated another meeting with his colleague to-day, saying: "He has no communication to make to him and no engagement."

It was a curious coincidence that Charles M. Schwab, head of the Bethlehem Steel Company, against which Dr. Dumba's activities were directed, should drive up to the St. Regis while the reporters were trying to get some definite news of the Ambassador. The moment the motor car stopped the hotel detective came out and stood guard beside it, where he was joined by a private detective in the employ of Mr. Schwab.

"Going to call on Dr. Dumba?" some one asked the steel king.

"No," he replied. "I don't know Dr. Dumba. I have never seen him. I'm here just to meet a friend. It is an odd coincidence that he should be here."

"Has Dr. Dumba's campaign done any harm to the Bethlehem Steel Company?" Mr. Schwab was asked.

"In view of the tenacity of the situation and the fact that most of his efforts were directed against us," said Mr. Schwab, "I do not care to discuss either his activities or those of the German Employment Agency in New York. The Government is fully able to cope with the situation."

Dr. Dumba was unable to get the last train for Lenox this afternoon and postponed his departure until tomorrow morning.

DID SUBMARINES GET BENZINE FROM SPAIN?

Steamer Carrying 300 Barrels of the Commodity Sailed Mysteriously From Bilbao.

BORDEAUX, France, Sept. 10.—In explanation of the activity of German submarines in the Bay of Biscay, the assertion is made by the Paris Globe that a steamer registered at Bilbao, Spain, left that port recently with three hundred barrels of benzine. Where the cargo was unloaded is unknown, but soon after the steamer left port empty barrels were seen floating on the sea. The newspaper declares the same steamer took fifty barrels of benzine to a submarine at Concha de Artedo last June.

Private agents received at Bilbao stated that agents have been scouring the north of Spain for gasoline which has been sent to Bay of Biscay ports.

MONTREAL RESULTS.

Vincent Astor Testing His New Aeroplane To-Day, His Wife Is Following His Course in Fast Launch



Vincent Astor tries his wings for the first time. He is shown in his place as passenger just as the launch is cast off before the flight, and, in the smaller picture, soaring with his teacher, Clifford L. Webster, in his new aeroplane, while his wife in a fast launch follows the flight.

ALLIES' BANKERS HERE TO NEGOTIATE BILLION LOAN

Greeted by J. P. Morgan and Others on Their Arrival Aboard Liner Lapland.

The Lapland of the Red Star line, flying the British flag, brought to this port in safety early to-day a company of 231 passengers, including the six eminent British and French financiers who make up the Anglo-French mission to establish American credits for the allies. The commission were several of them accompanied by their wives and a staff of servants.

The head of the commission is the Right Hon. Baron Reading, Lord Chief Justice of England. Associated with him are Edward Atkinson Holden, managing director of the London City and Midland Bank; Sir H. Babbington Smith, K. C. B., director of the Bank of Turkey in London; Basil P. Blackett, C. B., representing the British Treasury; Octave Homberg of the French Foreign Office, and Ernest Hallett, regent of the Bank of France. J. P. Morgan, his partner, Henry P. Davison, and Capt. Georges Gaunt, Naval Attaché of the French Embassy, went down on Mr. Morgan's great yacht, Corsair, to welcome the visitors. Mr. Morgan and his guests slept on the yacht and boarded the Lapland at 5:30 o'clock this morning. They found several of the financiers on deck even at that hour.

Mr. Morgan, who was in fine spirits and seeming by his liveliness to have lost all consciousness of his recent wound, took pleasure in helping photographers get pictures of Baron Reading and the others.

"I have had enough of it, so I want to get somebody else go through the mill," he said.

Baron Reading gave out a statement of the purposes of the commission, which he said would not for the present be amplified by himself or by any other member of the party. It read in part:

"The joint Anglo-French Mission, under the chairmanship of Lord Reading, has been sent to the United States of America in connection with the question of the exchanges between New York, London and Paris. The object of the commission is to consult with the American bankers and others as to the best means to be adopted for regulating exchanges in order that the commerce and industry of Great Britain, France and the United States may suffer as little as possible during the course of the war."

Mr. Blackett was designated as secretary of the mission, and it was announced that he would from time to time make public statements of its progress. The mission took quarters at the Biltmore.

The purpose of the mission, it was informally, though definitely, stated to arrange a credit loan here of a billion or more dollars of which \$500,000,000 shall be immediately available to meet French and British debts to the United States.

There will be a reception at J. P. Morgan's library this afternoon, to which many New York bankers will be invited to meet the foreign financiers.

WASHINGTON, Sept. 10.—Secretary Daniels to-day denied that United States destroyers were sent from the Brooklyn Navy Yard to escort the steamer Lapland into port.

Daniels talked by telephone with Admiral Usher, Navy Yard commandant, who said the report probably arose from the manoeuvres of the three destroyers, which have just completed repairs.

BRITISH CONGRESS OF LABOR VOTES NO ON STEP FOR PEACE

Rejects a Resolution Calling Upon Committee to Formulate Terms of Peace.

LEADER HITS BOSSES. Employers' Greed, He Says, Responsible for All Trouble With Workers.

BRISTOL, England, Sept. 10.—The Trades Union Congress, representing more than 2,000,000 organized English workmen, rejected by an overwhelming vote to-day a resolution calling upon the Parliamentary Committee of the Labor Party to formulate and advocate terms of peace satisfactory to the working classes.

The sponsor for the defeated resolution said that such a move already had been made by German workmen, but this argument brought him no supporters.

Ramsay MacDonald, Labor member of Parliament, in an address to the Congress denied that he or any other member of the Labor Party in the House of Commons had ever counselled British workmen to shirk their duty. Such an assertion, he added, was malicious and nothing but a perversion of simple declarations that the Labor Party should look it for itself. The duty of every citizen, he said, was to defend the national honor.

George Lansbury, the English labor leader, to-day answered the question: "What is the matter with the laboring men of Great Britain?"

"The working men of Great Britain are striking because they believe their patriotism is being exploited," he said. "I was recently in a little town in Wales where the villagers were paying five shillings more a ton for coal than they had paid before the war and the wages of the miners in that town had not been advanced a penny. Bread in England has risen almost 100 per cent. in price, but the farmer is getting no more for his wheat, nor the baker for his labor. It is the greed of the employing classes that the British unions are fighting."

"Are the unions against the war?" I asked.

"No. They are not. They have shown that by their attitude at the Bristol trades union congress this week. The British unions would welcome an honorable peace. But, on the other hand, if the Germans ever put a foot on British soil there would be such an uprising in England as the world has never seen before. Women and children would rise and fight."

"Are the British unionists in favor of helping France?"

"They can't understand the French situation. You know this is the first war in the history of the world in which the working men of Europe have been able to read and write. At the time of the Dreyfus incident the English newspapers and statesmen attacked the French mercilessly and the union men read those attacks and remember them. A few years ago the Kaiser came to England and the newspapers lauded him to the skies. The laboring men of England read this praise and they haven't forgotten it. They mistrusted much that they read now, because they have memories. The British working man is no longer the unreasoning, unread clod that he was a century ago, but there are some classes in England who do not realize this fact."

"Are the union men joining the army?"

"Indeed they are. I heard the other day of one regiment that was made up almost entirely of union men. They got their uniforms and their soldiering mixed and their Captain had to make a speech to them in which he said, 'This regiment is no union.' The whole regiment had been passing resolutions about this thing and that, in union style. As soon as it was pointed out to them they saw the joke and became good soldiers. We haven't any recent figures, but there are scores of thousands of union men in the British army."

"Are the union men worried about the possibility of a German invasion?"

"Not a bit of it. They say the collection was brought to perfection under the golden umbrella of the tropics. Just as we receive it, with all the luscious natural juices intact, it is first classly covered with our famous Premium Milk Chocolate."

"What's the use of arresting them?" said Assistant District Attorney Will not, sarcastically. "It will only make more martyrs."

BRIDGEPORT, Conn., Sept. 10.—While sitting at a table to-day Miss Mary Stafford was shot, but not seriously wounded, by Patrick Hyman, a boarder with the family. The act was done without warning. It is attributed to the mental condition of Hyman, who in the City Court was committed without bail for a hearing later on the charge of assault, with intent to kill.

LABOR LEADER TELLS WHY WORKERS STRIKE.

"British union men in all lines have made this offer to their employers: 'We will work for pre-war wages, if you will work what we produce of pre-war prices.'"

"The British manufacturers have not accepted this offer. They have challenged the British workmen by raising all prices and by refusing to raise wages. Then they resorted to the trick of questioning the patriotism of all workers who objected to this arrangement."

"British union men are determined that they will not endure the situation. They must have more money than they are getting. That is why they are striking."—George Lansbury, British labor leader.

fleet will take care of that part of it, but they're ready to fight to the last man, woman and child if invasion comes."

"Why is the enlistment of working men not larger?"

"The first thing England had to do was to clear the seas. She did this. The second was to supply money. She did that. The third thing was to supply ammunition and she is doing that. In order to keep the fleet going and to keep money coming in and ammunition on hand, the British workmen has got to work. The fourth thing is to keep the rights they have won. It is to call it, is to keep the rights they have won. The British workman is being cursed because he does not enlist, but he cannot work and fight, too. England has supplied ten times more fighting men than she bargained for and the British workmen know it. How can 'Great Britain supply all the things that are demanded of her and then supply more men in addition'?"

"The British union man knows that a new England is going to be born out of this war. The old England is passing away."

"There are certain classes in England that are trying, amid the excitement of the war, to take from the working men the rights they have gained during years of struggle. But the working man is determined to hold these rights at the greatest cost."

"British union men know that Germany is not going to be crushed; they know that England is not going to be crushed; they believe that a new and better civilization, with more liberty for the lower classes of all the countries concerned, is going to grow out of this war. If we didn't believe that we'd cease our efforts."

ZEPPELIN DEATH TOLL IN LONDON NOW 37

Bodies of Three Reported Missing Found Under Debris of Building.

LONDON, Sept. 10.—Thirty-seven persons were killed in the Zeppelin raids on London Tuesday and Wednesday nights, it was officially announced this afternoon.

Four persons wounded in Tuesday night's raid died last night and early today.

Bodies of three persons recorded as "missing" following the Tuesday night raid were found beneath debris of wrecked buildings today.

COLORED COTTON NOW, PRODUCT OF SOUTH

Specimen Grown in South Carolina May Show Way in Solving the Dye-stuff Problem.

SAVANNAH, Ga., Sept. 10.—The cotton growers of the South have found a possible way of eliminating German dyes in their application to their products. They are growing colored cotton in the South. At the Cotton Exchange here to-day there was exhibited a specimen of the colored product which was grown on a South Carolina plantation.

The specimen attracted much attention and comment and experts pronounced the production perfect.

TRENCHES LOST, THEN REGAINED, PARIS REPORTS

French War Office Partially Admits Success Claimed by Germans for Crown Prince.

PARIS, Sept. 10.—Artillery fighting continued yesterday and last night along the lines in France, according to announcement made to-day by the French War Office. The trenches lost to the Crown Prince in the Argonne were nearly all regained.

In the Vosges the Germans made use of asphyxiating shells and flaming liquids, as a result of which a French trench of the first line had to be evacuated. A French counter attack resulted in the recapture of the greater portion of the lost ground.

Following is the text of the official report:

"There was continued artillery fighting last night in the vicinity of Arras, in front of Hoye, and on the front in Champagne."

"In the Argonne, in the sector of Laharosse, there was fighting with hand grenades and bombs as well as rifle exchanges from trench to trench, together with effective intervention on several different occasions by our batteries."

"Yesterday evening the Germans delivered an attack against our trenches on the summit of Hartmanns-Waldekopf which resulted in their winning a foothold through the night. We delivered a counter-attack, recapturing the lost trenches, and drove the enemy back to his line."

"Our aviators this morning bombed the German mines and batteries in the forest of Nonnenbruck, as well as the railroad station at Luttenbach. Furthermore, about thirty bombs were thrown down on the railroad station at Grand Puy."

ANOTHER SPY EXECUTED, LONDON ANNOUNCEMENT

Name of the Victim Is Not Given in Despatch to This Country.

LONDON, Sept. 10.—Official announcement has been made that a spy was executed here today. The name of the person executed was not given.



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Now in tubes, 25 and 50 cents. At all drug stores, or by mail, Thompson Chemical Co., 25 Duane St., N. Y.

Advertisement for GULDEN'S CANDY, PENNY A POUND PROFIT. Home-Coming Specials. Special for Friday: CHOCOLATE COVERED ENGLISH FRUIT. Special for Saturday: FRUIT AND NUT HOME-MADE FUDGE. GULDEN'S Mustard. TRY IT ON SANDWICHES Ham and Cheese.

ture of the communication he sent was so far removed from the others and of such a legitimate character that his act probably would not be regarded as offensive.

Capt. von Papen's letter is said to be decidedly offensive, as is the nature of Count General von Natter's suggestion with the affair as disclosed by the papers which the British secret service men took from Archibald at Fulmouth.

It was believed in the best informed sources to-day that further steps would not be taken until the additional documentary evidence comes from London and until Vienna has been heard from on President Wilson's request for the recall of Dr. Dumba.

In official and diplomatic circles it is expected Austria will recall her Ambassador without delay, but that if she resents the action of the United States and stands behind the action of her envoy she may not send another.

The withdrawal of a consul general can be brought about in two ways. Either his executor can be cancelled and his government notified that such action has been taken, or his government can be notified that he no longer is persona grata. The latter method is considered less drastic.

NEW RUSSIAN CABINET IS BEING ORGANIZED

Cherbatoff, Khvostoff and Kharilov Consulting the Parliamentary Leaders.

PETROGRAD, Sept. 10 (via London).—Consultations regarding the forming of a new Cabinet are in progress. Empowered by the Council of Ministers, M. Cherbatoff, Minister of the Interior; M. Khvostoff, Minister of Justice, and M. Kharilov, the Comptroller, are consulting leaders of the parliamentary majority on the subject.

M. Krivoshein, Minister of Agriculture, in consultation with the Moscow industrial interests on the same matter.

The Cabinet members deputed to hold these conferences are expected to report to the Council of Ministers to-morrow.

ASKS COURT ORDER TO HAVE ROCK ISLAND BOND INTEREST PAID

Move of Bankers' Trust Company Opposed on Claim Road May Face Deficit.

CHICAGO, Sept. 10.—A petition asking that the interest which fell due on July 15, 1915, on \$20,000,000 worth of Chicago, Rock Island and Pacific Railway debentures be paid immediately was taken before Judge Carpenter in the United States District Court here to-day by R. D. Stevens, attorney for the Bankers' Trust Company of New York.

Judge Carpenter, who appointed receivers for the road some time ago, stated that if the trust company would agree not to make an effort to have the debentures defaulted he would promise that the receivers would have tangible assets, thus far unpledged, to offer in payment of the interest within thirty days.

Mr. Stevens said that as many of the debenture holders were here in Holland, that a meeting of the bondholders' committee was impossible and he could not agree to the proposition. The lawyer then submitted figures purporting to show that the railroad is in position to pay the interest.

"On Jan. 1," he said, "there should be a cash balance of \$2,828,979 after payment of all debenture interest. The road will not be in need of cash if present loans maturing the next few months are renewed, as has been indicated by the receivers."

Henry V. Poor, representing the Central Trust Company of New York, opposed Mr. Stevens' motion. His estimates purported to show that the road will face a deficit of \$1,000,000, Sept. 15.

"When the receivers took hold there was a difference of \$4,000,000 between assets and liabilities, that difference being in favor of the assets," continued Mr. Poor. "On June 30 there was a difference of \$7,500,000 in the opposite direction. This fact can only conclude that there is a serious question as to whether the receivers are able to operate the road as it ought to be."

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