GUARANTEE
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See Editorial Page, First Column.

New York Tribune

WEATHER
FAIR TO-DAY; PROBABLY FAIR TO-MORROW.
Yesterday's Temperatures: High, 80; Low, 66.
Full report on Page 8.

First to Last—the Truth: News - Editorials - Advertisements

Vol. LXXV....No. 25,105. [Copyright, 1915, By The Tribune Association.] WEDNESDAY, AUGUST 11, 1915. PRICE ONE CENT In City of New York, Newark, Jersey City and Hoboken. ELSEWHERE TWO CENTS.

BATTLESHIPS RUSHED TO VERA CRUZ TO SAVE AMERICANS FROM MOBS

Louisiana and New Hampshire Steam from Newport and Gunboat Is Sent from Progreso.

WILSON TO SPEED TO CAPITAL

Foreigners in Peril in Carranza Capital, Is Alarming Report, and a Mexican Crisis Is Feared.

[From The Tribune Bureau.]

Washington, Aug. 10.—Alarming reports from Vera Cruz that anti-American demonstrations had broken out in the Carranza capital and that foreigners were in peril caused orders to-day to rush the battleships Louisiana and New Hampshire from Newport to Vera Cruz. Both craft sailed late this afternoon. It is probable that the Connecticut, now at Port-au-Prince, also will be ordered to Vera Cruz.

The gunboat Marietta also has been ordered to Vera Cruz from Progreso, and is expected to arrive there to-morrow or Thursday. Two of the battleships of the fourth division, to which the Louisiana and New Hampshire belong, are undergoing repairs, but other ships may be sent in their stead if more are needed.

Opinion is general here that a crisis has been reached in the Mexican situation. So serious has it become that President Wilson is expected to return here in time for a Cabinet meeting on Friday, at which the settlement of the Mexican problem will be discussed.

According to reports from official sources, mobs are gathered in the streets to listen to incendiary speeches against the Americans. The refusal of President Wilson and the Latin-American conferrees to recognize Carranza is given as the cause of the demonstration.

Expect Trouble at the Border.

Reports from the border also are disquieting. While it was said at the War Department to-day that no additional troops had been ordered to the border, it was indicated that the situation there was tense and that trouble was expected at almost any time.

The orders sending the warships to Vera Cruz were issued by Acting Secretary of the Navy Benson after Secretary of State Lansing had been consulted and had obtained the approval of the President. Officials are concerned over the situation, and consider it most inopportune that such disturbances should develop on the eve of an expected settlement of the Mexican problem in the Pan-American conference at New York.

Commander Luke McNamee is at Vera Cruz on the gunboat Sacramento, and has orders to take any steps he may deem necessary to protect the interests of Americans and foreigners. His reports of the disturbances at Vera Cruz this morning were accompanied by a request for a battleship squadron, but at first it was feared that the presence of battleships might provoke ill feeling among the Mexicans. Later it was decided to comply with Commander McNamee's request, because it was felt that, being on the ground, he should be the best judge of conditions there. With the arrival of the Louisiana Commander McNamee will be superseded in command of the American forces by Rear Admiral McLean.

The State Department received a dispatch saying the Brazilian Minister had left Mexico City and would arrive at Vera Cruz to-night. Anxiety is felt by officials for his safety. An American gunboat will be ready to transport him to New Orleans as soon as he desires to sail. It will be left to him to decide whether the expelled Guatemalan Minister shall accompany him or go on another American war vessel.

Conferrees Meet To-day.

Secretary Lansing left Washington to-night for New York, where he will preside at the Mexican conference to-morrow. The Secretary said he would be in Washington on Thursday morning, indicating that he expects the conference to wind up its affairs at one sitting. Paul Fuller, sr., of New York, the President's adviser on Mexican affairs, will attend the meeting, together with the diplomatic representatives of Argentina, Brazil, Chili, Bolivia, Uruguay and Guatemala.

The Pan-American conference is expected to adopt a definite policy providing for a council of all the Mexican civil and military chiefs to establish a stable and constitutional government. It is the plan of the mediators to eliminate General Carranza as a candidate for the Presidency, and the promulgation of this plan, it is feared, will be the signal for increased fury among the mobs at Vera Cruz.

The War Department received a report from Major General Hugh L. Scott that he had accomplished his mission to El Paso and had obtained Villa's promise that he would not call a meeting of mining men, which was understood to have been intended as a means of forcing a loan to the Villa government. Villa has also agreed to return the foreign merchandise seized at Chihuahua.

War Department officials were annoyed by reports from the border that United States troops had taken part in the suppression of marauding bands of Mexican raiders. The raids occurred more than fifty miles from the border, it was said, and it devolved upon the State of Texas to quell the disturbance. Several regular army men were killed and wounded in the fighting.

The Carranza agency here issued a statement to-night saying the American Red Cross representative, Charles J. O'Connor, is satisfied with the way the Constitutionalist government is handling the food situation at Mexico City. To this statement is attached a long telegram from Jesus Acuna, Minister of Foreign Relations in the Carranza Cabinet, attacking Mr. O'Connor for his inactivity in relieving the suffering at the capital and for belittling

Continued on page 3, column 7

WILSON TO HURRY BACK TO CAPITAL

Decides on Return After Receiving Reports on Serious Situation in Mexico.

Cornish, N. H., Aug. 10.—After the receipt to-day of official reports regarding the Mexican situation President Wilson decided to return to Washington within the next forty-eight hours. He will be back in time for the Cabinet meeting Friday.

The President was in communication throughout the day with Secretary Lansing and other officials regarding the request from Commander McNamee that a battleship squadron be sent to Vera Cruz. While he sent messages to Washington the President refused to make any comment. In Washington the President will receive reports regarding the Mexican conference to be resumed in New York to-morrow. He also will confer with Secretaries Garrison and Daniels and Congressional leaders regarding national defence and with Secretary Redfield regarding the Eastland disaster. He will also take up the Haytian question.

BROKER SUICIDE BY GAS IN HOTEL

Brought Tools to Loosen Fixtures and Cotton to Plug Cracks.

Charles V. V. Gunther, formerly a cotton broker, living in White Plains Road, Mamaroneck, walked into John Breitfeller's hotel, at 1530 Third Avenue, on Monday and hired a room for $2 a week. Yesterday morning Breitfeller detected a strong odor of gas coming from the room, forced the door and found the man lying in bed dead.

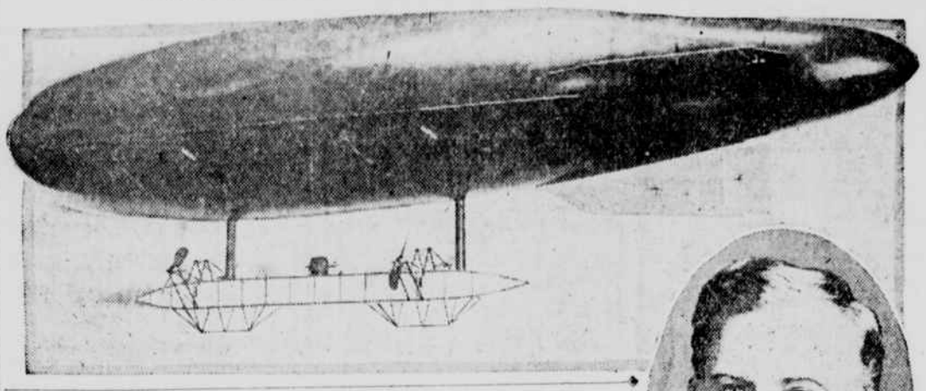
A note on the table said "Charles V. V. Gunther. Call Mamaroneck 297."

Mr. Gunther was thirty-seven years old, and was a victim of melancholia, having been confined in a sanatorium in Stamford for some time. Recently he escaped and a general alarm was sent out for him. He was last seen in White Plains. Evidently he planned his act with care. He had a monkey wrench to loosen the gas fixtures and several other tools with him, as well as a supply of cotton to plug up cracks.

His brother, J. J. Gunther, a cotton broker, of 48 East Eighty-first Street, identified the body last evening. Mr. Gunther was a son of the late Charles B. Gunther and Henrietta Van Valkenburgh. He is survived by two children. The funeral will be private.

Mr. Gunther had retired from business because of ill health. He had been a member of C. B. Gunther & Co.

UNCLE SAM'S FIRST AERIAL BATTLESHIP.



Nation's First Dirigible Ready for Maiden Cruise

Engineers, Working in Secret for Year, Rush Final Preparations for Navy Department's Initial Experiment Toward Preparedness in Air.

By GORDON BRUCE.

Some time next month the first dirigible war balloon to be acquired by the United States government will poke its huge black nose out of its hangar in Pensacola, Fla., and mount rapidly to the sky—or, perchance, dive, a shapeless, twisted mass, into the waters of the bay. At any rate, the Navy Department will learn the result of a year's effort to produce the variety of aircraft which has kept England and Belgium in terror since the outbreak of the war.

The intention of the navy to build a dirigible balloon was announced exclusively in The Tribune last October. For years the government had consistently refused to experiment with the lighter-than-air type of machine, and the news came as a surprise to aeronautical experts. In the first place, it was not believed that such a craft could be built by American manufacturers and from American materials.

But it has been accomplished, and the next few weeks will see the finishing touches to the new venture. The great gas envelope, 175 feet long, is being sewed together in a loft at Naugatuck, Conn. The gondola, or car, which is built to carry eight officers, is ready to be assembled at the shipbuilding plant of George A. Lawley & Sons, Inc., at Neponset, Mass. The big new type motor of 150-horsepower has been built by the B. F. Sturtevant Company, at Hyde Park, Mass., and is ready to be mounted in the car.

Builders Work in Secret.

So secretly has the work of construction been carried on that even the inhabitants of the towns where the various parts have been built have been unaware of what was happening. The Connecticut Aircraft Company, of New Haven, Conn., holder of the contract, has been extremely reticent as to its plans, and up to the present time has refused any information as to the progress of the work.

The company is controlled by the following business men of Connecticut: Samuel C. Morehouse, Colonel Isaac Ullman, Everard Thompson, Grahame Thompson, ex-Governor Woodruff of Connecticut and Edward A. Mulliken. With the exception of Everard Thompson and Mulliken, those interested live in New Haven. Mr. Thompson is con-

Continued on page 2, column 3

As she will look on her trial trip at Pensacola next month. Her chief constructor, Captain Thomas S. Baldwin.

$33,000,000 GOLD ON ARMED TRAIN DUE HERE TO-DAY

$18,000,000 American Securities in British Shipment to Morgan.

More than $33,000,000 in gold coin and nearly $18,000,000 in American securities—a total of about $50,000,000—will arrive at the Grand Central Terminal early this morning from Halifax. The money is consigned to J. P. Morgan & Co. as part payment for the war supplies purchased by this firm as commercial agent for the British government. This is the largest single shipment of gold ever sent to New York from a foreign country.

The gold left Halifax yesterday by special train, and upon its arrival here will be delivered to the Sub-Treasury in twenty-five motor trucks of the American Express Company. The money will be deposited to the account of the Morgan firm. The securities, it is understood, will form the basis of further credits which will be extended to Great Britain.

With the greatest secrecy the treasure was taken from the vaults of the Bank of England and conveyed in a British battleship across the Atlantic to the Canadian port. Every possible precaution was taken to secure the safety of its arrival.

Canadian secret service men guarded the unloading of the bullion and its reshipment in the special train. The Canadian detectives were on duty as far as the border, where they turned over their burden to armed guards of the express company.

"An effort is being made to relieve the exchange pressure by this shipment of gold," said Robert E. M. Cowie, vice-president and general manager of the American Express Company, yesterday. "Whether there will be further shipments we cannot state now. This is the largest single shipment that has ever been sent here; the largest previously was $47,500,000, sent in from Denver to the Sub-Treasury last winter.

"The greatest care was exercised in bringing the gold safely to its destination. There has been a good deal of secrecy about it, but this was deemed necessary while such a large amount was being transported."

The previous high record for a single consignment of gold from a foreign port to New York was made on the Lusitania eight years ago when on November 3, 1907, $12,361,000 was imported to help relieve the panic. The shipment referred to by Mr. Cowie was a domestic transfer.

No information could be obtained at the offices of J. P. Morgan & Co. yesterday concerning news dispatches from Halifax and Bangor, Me., that a big shipment of gold was on the way, consigned to that firm. One of the partners stated late in the afternoon that nothing would be said until this morning.

In banking circles there was a disposition to discredit the early reports that the amount of the shipment was $100,000,000, but it was not thought unlikely that unless some other method to strengthen the foreign exchanges was soon adopted this amount of gold and much more would have to be shipped to this country, if foreign purchases are to be continued at the present rate. Since January 1 approximately $133,000,000 has been imported from Canada, of which sum Morgan & Co. have received about $55,000,000. The receipt of to-day's gold shipment will bring this up to almost $90,000,000.

Evidence that the present shipment of gold is "only a drop in the bucket" compared with the amount necessary to counteract the weakness in the foreign exchanges was presented yesterday in the dropping of sterling and franc bills to new low records. Demand sterling fell to 4.75 and franc checks to 5.80. Lires were also weak.

8,300 FEET IN AIR WITH 3 PASSENGERS

New Curtiss Military Biplane Makes American Record for Altitude in Buffalo Trial.

Buffalo, Aug. 10.—Two new American altitude records for passenger-carrying aeroplanes were established here to-day in experimental flights with a new type of military tractor biplane, designed by Glenn H. Curtiss. Lieutenant William H. McIlvain, of the Aero Club of America, assigned by the United States Marine Corps to study the manufacture of military aeroplanes, was the observer on both flights.

In the first flight Pilot Raymond V. Norris took two pasengers to an altitude of 8,200 feet. On the second, with three passengers, including Lieutenant McIlvain, the needle registered 8,300 feet. The ascent on the second flight was made in thirty-six minutes.

MRS ROCKEFELLER BURIED

Body Taken Secretly to Cleveland During Storm.

The body of Mrs. John D. Rockefeller, which had been resting since her death on March 12 in the John D. Archbold vault, in Sleepy Hollow Cemetery, was removed to Cleveland Monday, where it was buried yesterday. Utmost secrecy was observed in transporting the body to the train, to obviate the possibility of encountering cranks.

The coffin was taken from the vault in the midst of a violent rainstorm, and in a wide detour driven to Harmon-on-the-Hudson, where it was placed aboard the Lake Shore Limited for Cleveland.

Rainbow in West; Deluge Due.

[By Telegraph to The Tribune.]

Winsted, Conn., Aug. 10.—Miss Lydia Persons, an elderly resident of Wallins Hills, in discussing the "sour" weather, to-day said:

"I saw a rainbow in the west, week before last, and rain has fallen every day since then. According to an old adage, showers will continue forty days."

GOES FROM DANCE TO ZEPPELIN DEATH

English Flight Lieutenant Called from Fiancee When Raid Came.

[By Cable to The Tribune.]

London, Aug. 10.—The death of Flight Sub-Lieutenant Reginald Lord was doubly tragic, for within half an hour of the time he died he was dancing with the girl whom he would have married—Miss Violet Beevor, daughter of Lieutenant Colonel Beevor, of the Scots Guards, who is now at the front.

Miss Beevor recently went to stay with friends, and on Monday night she and Lieutenant Lord took part in a dance at the hotel. While the dance was in progress the alarm of the Zeppelin raid was given and Lord hurried off to the aerodrome. The dance stopped and guests waited for the outcome of the raid. Half an hour later Lord was killed.

It is understood that in coming to the ground in the dark after the flight his machine turned a double somersault and crashed to earth. Lord sustained a fracture of the base of the skull and other injuries. He was taken to the hospital, and Miss Beevor was sent for, but, although she reached the hospital in a few minutes Lieutenant Lord had lost consciousness, and when she arived she stayed by his bedside until he died.

TAKES BICHLORIDE TO CURE HEADACHE

Vanderheyden Fyles, Dramatic Critic, Dies—Used Tablets for Ear Wash.

Vanderheyden Fyles, a dramatic critic and theatrical writer, of 170 West Seventy-fourth Street, died at a private sanatorium at Seventy-seventh Street and West End Avenue yesterday from bichloride of mercury poisoning, caused by accidentally swallowing a tablet in mistake for a headache cure.

Mr. Fyles was the son of Franklyn Fyles, former dramatic critic of "The New York Sun." He was under the care of Dr. J. F. Moore, of 136 West Ninety-second Street, for ear trouble. The physician prescribed bichloride of mercury as an ear wash. Last Monday evening the patient was suffering from a headache, and took the poison. Feeling pains yesterday, he realized his error. His physician sent him to the sanatorium to save his life.

Mr. Fyles was a well recognized critic, being a frequent contributor to magazines and newspapers throughout the country. He was thirty-eight years old.

Blazing Ship in Mid-Ocean Scorns Aid with "We're Trying"

Captain Figari, of the San Guglielmo, Rebuffed by Crew of Fiery Mass, Sails On, Leaving Them to Keep "Trying."

All this happened between 2 a. m. and 5 a. m. on August 6 in latitude 36.57 west, longitude 44.20 north, and the master of the Italian steamship San Guglielmo, which arrived here yesterday from Naples, admitted he was "still at sea over the affair."

At the aforesaid 2 a. m. a boy from the bridge aroused Captain Fabro Figari and in the most excited Italian informed him that a ship was on fire about sixteen miles southeast. It was correct information. The horizon was ablaze in one spot and the course of the San Guglielmo was promptly altered to bear direct upon the conflagration. The skipper worked his wireless overtime, but got no answer. This annoyed him and at full speed he rushed on his mission of mercy.

Within ninety minutes he was passing alongside the burning craft and saw men walking the deck calmly. The blaze was concentrated amidships and appeared to be under control. Captain Figari put his ship about the blazing ship like a merry-go-round, all the while steaming in closer. When within hailing distance he megaphoned, "Do you want assistance."

"Not on your life! We're only trying," came the answer.

"Trying what?" he asked.

"Trying oil," was the answer.

"Trying to be funny, eh?" replied Figari, with some heat. "Who are you?"

"This is a well ship," shouted a man who appeared to be in the midst of the flames.

"A what ship?" yelled Figari. "Repeat until I get it."

Then came the following shouts: "A well ship, a wheel ship, a sail ship, a gale ship, a frail ship, a mail ship, a nail ship, a rail ship, a stale ship, a"——

"Yes, and a hell ship," muttered the Italian commandant. "You're on fire."

In the midst of the megaphone conversation the chief officer, who understands English, laughed heartily and advised the captain to proceed on his course.

"That's a whale ship," he said, calmly. "She's simply trying out her oil."

The vessel was of bark rig, but Captain Figari could not get her name.

A Financial Authority

"Whatever he might write would be taken anywhere in the English-speaking world as having the highest authority."

That was the way an American financial journalist of high rank characterized the work of

FRANCIS W. HIRST,
Editor of the London "Economist,"

who is cabling regular articles to The Tribune. One appears this morning. Turn to it—on page 10.

The Tribune

First to Last—the Truth: News—Editorials—Advertisements

Russians Lose Lomza Fort; British Destroy Zeppelin After Coast Raid Kills 14

ZEPPELIN LOST IN ENGLISH RAID; BOMBS KILL 14

Nine Women, One Man and Four Children Victims of Invaders.

BRITISH 'PLANES ROUT AIR FLEET

Darkness and Fog Prolong Attack—Explosion Destroys Disabled Machine.

London, Aug. 10.—For sixteen hours last night and this morning a fleet of Zeppelins hovered over the east coast of England. Before they had been driven off by British airmen their explosions had killed fourteen civilians and wounded a similar number. In their retreat one of the invaders was crippled by the defenders who later completely destroyed it.

According to the official announcement nine women, four children and one man were killed, and seven women, five men and two children were wounded as the result of the explosion of missiles dropped by the Zeppelins.

After the repulse of the hostile squadron one of the dirigibles, disabled by the British aeroplanes, fell into the sea. The machine was towed to Ostend, where the Allies' aircraft continued the attack and finally destroyed it.

Scene of Attack Suppressed.

The text of the announcement from the Official Press Bureau, carefully concealing the exact places attacked by the raiders, follows:

"A squadron of hostile airships visited the east coast last night, and this morning, between the hours of 8:30 p. m. and 12:30 a. m.

"Some fires were caused by the dropping of incendiary bombs, but these were quickly extinguished and only immaterial damage was done.

"The following casualties have been reported: Killed, one man, nine women and four children; wounded, five men, seven women and two children.

Explosion Completes Wreck.

"One Zeppelin was seriously damaged by the gunfire of the land defences and was reported this morning being towed into Ostend. She has since been subjected to continual attacks by aircraft from Dunkirk and has been under heavy fire, and it is now reported that after having her back broken and her rear compartments damaged she was completely destroyed by an explosion.

"The night was extremely dark and was accompanied by thick fog in places, which rendered night flying by aeroplanes very difficult.

"It is regretted that Flight Sub-Lieutenant R. Lord, who was one of the pilots sent up to engage the enemy, was killed on landing in the dark."

Another Raid Expected.

A Central News dispatch from Amsterdam says that five Zeppelins were sighted this morning off Vlieland, near the entrance to the Zuyder Zee. They were taking a northwesterly course, in the direction of the Scottish coast, and a new attack on England is expected to-night.

Allies' Airships Raid Bavarian Towns; Kill 8

Berlin (via London), Aug. 10.—An official communication issued here to-day tells of an allied air raid on Monday over Zweibruecken and Sankt Ingbert, Bavaria. Eight persons were killed and two wounded in the latter town. The communication says:

"Monday forenoon from six to eight enemy aeroplanes attacked Zweibruecken and Sankt Ingbert, which are outside the military district. From fifteen to twenty bombs were dropped on Zweibruecken, causing only unimportant material damage. At Sankt Ingbert eight persons were killed and two wounded."

Germans Demonstrate New Efficiency in Air

[By Cable to The Tribune.]

British Headquarters, Aug. 10 (dispatch to "The London Morning Post").—Beyond question the most significant happening of the last month has been in the air. One might almost call it the reappearance of German airmen. During the latter months of winter and the early spring months there was a notable absence of the enemy's airmen till the appearance of a Taube at any considerable distance from its own guns became quite an event.

In these months we were given to understand by the ineradicable German inclination to boast about the future that experiments were being made with new types of engines and machines, which were to result in the production of something superior to any craft that had ever taken the air.

In the last month we have had occasional opportunity for comparing forecast with fulfilment, and it must be admitted the enemy has good cause to be proud of the advance he has made. Even from the ground one has been greatly impressed by the speed and climb of the German machines, which have penetrated lately some distance inside the firing line. It has been instructive to watch the daring with which our shells were dodged, the proof of the pilot's faith in the engine he was handling and the ease with which, when he had had enough of it, he turned his nose toward the upper air and left a white trail of shells bursting helplessly below him.

BULGARS TO FIGHT TO GET MACEDONIA

[By Cable to The Tribune.]

Lugano, Aug. 10.—Discussing Bulgaria's demand for the Macedonian territory now held by Serbia as a quid pro quo for joining the Allies, "Le Tribune de Génève" suggests a middle course between the Allies' proposed guarantee of such cession and Bulgaria's refusal to move until put into actual possession of Macedonian territory.

This middle course is nothing less than the provisional occupation of Macedonia by French, British or Italian troops, with the understanding that the territory be ceded to King Ferdinand at the end of the war, Serbia receiving compensation in Bosnia. It is pointed out that this solution of the difficulty would not be really unwelcome to Serbia and would put an end to the mutual distrust existing between the two kingdoms. Bulgaria in such case would find it unnecessary to maintain troops on her frontiers.

Paris, Aug. 10.—A Havas dispatch from Salonica states that Russia, Great Britain, France and Italy have made a joint communication to Bulgaria with a view to the collaboration of that nation with the Allies.

This action is in response to Bulgaria's request on June 14 for information concerning the advantages she might expect in exchange for her active co-operation with the Quadruple Alliance.

BRITISH FORCED TO YIELD PART OF HOOGE GAIN

German Fire Too Strong in Open, Sir John French Reports.

London, Aug. 10.—That part of the trenches captured by the British at Hooge yesterday have had to be again evacuated is the admission of Sir John French, commander in chief of the British forces in France and Belgium, in a report given out to-night by the Official Press Bureau.

Intensity of the German fire in the open fields made the line untenable, the field marshal reports, although he claims that no advantage has been lost by the retirement, and, in addition, it has been possible to consolidate the other gains and the village of Hooge.

Meanwhile details of yesterday's action are just arriving and are being eagerly scanned for new evidences of German weakness. Opinion differs as to whether the ease of the vicory was due to the thoroughness of the artillery preparation, or that the German lines were thinly held.

The British guns preceded the attack by shelling the German positions on a part of the line in the Yser Canal region, north of Ypres, to which the Germans replied in kind, including the heaviest shelling received by the ruins of Ypres for two months.

At 2:30 o'clock the British guns loosed their thunder on the German trenches at Hooge. For two hours this continuous roar was kept up before, at dawn, British infantry rushed the German trenches.

British officers said the resistance was surprisingly slight, and either the artillery preparation was most successful or the German line must have been weakly held.

Actions in the Artois district and the Argonne still persist, but with diminished violence. Infantry attacks were launched against the French north of Souchez and in the forest of Le Pretre, where asphyxiating gas bombs were used. A "curtain of fire" from the French artillery checked both attacks, Paris claims.

BRITISH OFFICIAL.

The statement of Sir John French given out to-night by the Official Press Bureau follows:

Northwest of Hooge and in the ruins of the village itself we have consolidated the ground gained yesterday, repulsing one weak infantry attack during the night. Yesterday afternoon there was no infantry fighting, but there was a violent artillery engagement, as a result of which all the trenches in the open ground south of Hooge became untenable by either side, and we have now slightly withdrawn the position of our line which lay south of the village.

This makes no material difference to our position.

The total number of prisoners captured by us yesterday was 150.

FRENCH OFFICIAL.

The War Office in Paris to-day gave out the following statement:

In the Artois district, to the north of the Souchez railway station, the Germans last night delivered two attacks, in which they made use of bombs. They were driven back to their trenches by our fire.

In the Argonne, in the eastern part of the forest, last night witnessed a cannonade and rifle firing, but with no infantry engagements. There was also fighting with bombs and hand grenades at Vauquois.

In the forest of Le Prêtre the enemy, after a violent bombardment,

Continued on page 2, column 4

Grand Duke Nicholas Evacuates Vilna Before Foe's Advance.

GERMAN ARMIES NOW UNITED

Von Mackensen and the Troops Advancing from Warsaw Join Hands.

OSTROW STILL HOLDS

Czar's Troops Fighting to Safeguard Withdrawal of Last of Armies.

London, Aug. 10.—With the Russians now fairly safe and out of the grasp of the pincers von Hindenburg and von Mackensen have been vainly seeking to close on them, the Germans to-day began a new effort to reach the Warsaw-Petrograd railway and to turn the Brest-Litovsk line, on which the Grand Duke Nicholas plans to regroup his armies.

Von Buelow's wide out-flanking movement toward Riga brought to a standstill, the Germans now are approaching the forts of Kovno; further south they have stormed and occupied the fortress of Lomza and are close to the River Bug, not far from the main railway line, which is their objective.

Russians Evacuating Vilna.

Already the Russians are reported to be evacuating Vilna, which lies directly east of Kovno on the Petrograd railway. According to dispatches from Petrograd the Holy Synod of the Russian Church has directed the Archbishop of Grodno and the Archbishop of Vilna to remove the sacred relics from the churches in Brest-Litovsk and Kovno, while many of the public institutions are preparing to transfer their effects to Moscow, Kieff and other cities.

The sudden change of front indicates that developments must have supervened to induce the Russians to surrender the railroad junction.

The railroad from Vilna southward, the dispatch adds, has been the object of active attention by German Zeppelins. Twelve bombs, five of which were incendiary, have been dropped on Bialystok, while a simultaneous visit was paid to the Kovel railroad depot. The damage done was slight and traffic was not interrupted.

German Armies United.

Berlin announces to-day that the armies of von Mackensen advancing north from Lublin, those advancing east from Warsaw and the troops of von Woyisch, which crossed the Vistula at Ivangorod, have now joined forces, cutting off the Russians remaining in the Warsaw salient, and are making an effort to catch and destroy the main armies of the Czar before they reach security behind the Brest-Libovsk line.

Lomza, the strong fortress holding the same relative position on the northeastern flank of Warsaw as Ivangorod on the southeast, fell into German hands to-day, the outlying defences having been taken by assault yesterday.

The Russians still hold Ostrow, some twenty-five miles to the southward of Lomza, but their only purpose in holding it is to delay as long as possible the advance of the Germans.

The Russian statement admits the desperate character of the struggle for Lomza and Ostrow, but says that the battles are not yet won. The advance across the Vieprz, Petrograd also claims to have stopped, notwithstanding its persistence and the use of asphyxiating gases.

GERMAN OFFICIAL.

In Berlin the following official statement was given out to-day:

On the front in the district of Kovno the attack was pushed forward, with continuous fighting, nearer the line of fortresses. During these engagements we took about 100 more Russian prisoners and four cannon.

The troops of the army of General Falcke broke through the line of fortresses at Lomza yesterday afternoon and took Fort No. 4 by storm. At daybreak to-day the fortified town was occupied. South of Lomza the high road to Ostrow was crossed. Ostrow is still being held by the enemy. Our troops have reached the Bug from Bojany, west of Brok, to the mouth of the river. Since August 7 twenty-three officers and 10,100 men have been taken prisoners in this region. East of Warsaw the army of Prince Leopold of Bavaria has advanced to a point near the Stanislawow-Nowo-Minsk road.

In the southeastern theatre the army of General von Woyrsch, pursuing the enemy, has reached the district north and northeast of Gelechow. This army joined the left wing of the group of armies of Field Marshal von Mackensen, who is advancing from the south.

On the front from Ostrow to the Bug the rear guards of the enemy were driven back toward their main forces.

RUSSIAN OFFICIAL.

From Petrograd the following official statement of the Russian General Staff has been received:

On the roads to Riga Monday