

ALL N. Y. TROOPS MAY QUIT BORDER

Release of Instructors and Suspension of Exemption Order Taken as Signs.

THREE REGIMENTS WAIT FOR TRAINS

Can't Leave Until Wednesday—Whole Contingent May Start Soon.

From a Staff Correspondent of The Tribune. Headquarters 8th Division, U. S. A., McAllen, Tex., Sept. 2.—Orders came today to the headquarters of the New York troops for the return home of the thirty-four privates and non-commissioned officers of the regular army who have been detailed as instructors to the units of this division. This was looked upon as a straw in a homeward wind, although when the instructors were sent here on August 6 it was for four weeks' service. That period being up to-morrow, the men will rejoin their own commands.

Of these men two each were with the 2d, 3d, 7th, 12th, 14th, 69th and 74th, three with the 251 Infantry, six with the artillery, four with the engineers and seven with the cavalry.

Another development that increased the belief that the New York contingent is nearing the end of its stay was the receipt of the official order, already known, suspending the operation of the ruling under which soldiers having dependents may be released from the service.

Thirty-eight Beat the Order. Thirty-eight men started for Fort Sam Houston this afternoon for discharge under this ruling, and because no reason was given for the suspension it was seized upon as a new indication that all the New York troops will soon be on the way north.

No new word came to-day regarding the time when the 3d, 14th and 71st would be able to start. The most positive statement that could be made by the officials of the coast lines was that cars might be available by Wednesday or Thursday of next week.

Announcement was made to-day that Brigadier General George B. Dyer would leave with those troops to take command of Camp Whittam, which would put Colonel William C. Fisk, of the 7th, in command of the brigade here.

A feeling is growing that each day's

Hammers of Clyde to Spike Foe's Guns

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were the stark Spartan cradles of her avengers. Mile after mile they stretched like a skeleton forest. Men moved like ants among their naked boughs. Dark bulks, embryo battle-ships, grew and took shape below them among those gigantic wooden ribs. The hammers rattled and roared in a deafening crescendo that drowned all speech. They rang and palpitated and boomed together through all the smoky day, from dawn to sunset, and through all the furnace night from sunset to dawn.

Here at last I heard the answer of the British Empire to Germany in that unceasing sound of as rapid-firing guns. Here were hammers engaged in something too mighty to be anything less than conclusive. Is England slow at the up-take? Yes, but the reason was evident here. If she is to exercise her might, it means the diversion or unleashing of half the energies of the human race. Howbeit the word had been spoken, and the terrible process was obviously well on the way here. The driving power behind all these pounding hammers and revolving wheels and swinging cranes was the whole united power of the British Empire, from India to Africa and from Canada to New Zealand. No power on earth could stop it now. There was an impersonal planetary movement behind the process which meant simply one thing—the defeat of Germany.

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MEXICAN ENVOYS TO DISCUSS R. R.

Restoration of Lines to Owners Topic at Parleys.

LOSS TO AMERICANS IS BELIEVED HEAVY

Lansing Welcomes Two Delegates—First Session To-morrow.

Not only border disputes, but the problem of Mexico's railways—many of them American owned—will figure prominently at the conference this week of the American and Mexican Joint Commission, it was indicated yesterday at the headquarters of the Mexican envoys at the Ritz-Carlton Hotel.

Two of the Carranza delegates—Dr. Albert J. Pani and Ygnacio Bonillas—are already established at the hotel, with a small army of servants and secretaries. The third, Luis Cabrera, will arrive this morning. Secretary Franklin K. Lane, who heads the American delegation, is expected at the Baltimore late to-day. He will be joined by Dr. John R. Mott and Judge Gray, the other two American delegates, on Monday.

The preliminary meeting of the commission will be held to-morrow afternoon in the Biltmore, and the place for the conference proper chosen. Portsmouth, N. H., has not been definitely selected, according to William McNeir, attaché of the American delegation, but it is the most probable city. The Presidential yacht Mayflower, which dropped anchor off New York early yesterday, is waiting to convey both the Mexican and American commissioners toward whatever city is chosen.

British Line Restored. Dr. Pani, who is General Carranza's director of railroads under military control, officially announced yesterday that the Mexican Railway, running between Mexico City and Vera Cruz, had been released from government control at midnight, August 31, and returned to the full direction of its British owners. It is the first railroad seized by the Carranza government that has been restored.

In this announcement, added to the fact that several well known Mexican railroad men have accompanied the Mexican envoys to New York, American

can see the possibility of the railroad problem giving rise to grave complications during the coming conference. Wall Street is deeply interested in the National Railways of Mexico, the largest single system below the Rio Grande, and one in which many Americans hold stock. For more than two years the owners have struggled with the Carranza government to regain control. This line has been steadily losing money since 1913. The last report of its directors, issued in December of 1915, showed a deficit of \$28,855,624, as compared with a surplus of over \$700,000 two years previous.

Restitution Thought Unlikely. The Carranza government, it is contended by New York financiers, is responsible for the loss which the system has sustained under government control, but it is feared Mexico cannot raise the funds to make this restitution. Dr. Pani's announcement of the restoration of the British-owned road did not say what monetary agreement had been reached. Wall Street financiers say, will want to learn whether the line was "dumped" back upon its owners, and whether the action will set a precedent that may be followed in the case of the National Railways.

The first day of Señor Bonillas and Dr. Pani in New York was crowded with welcomes and private conferences. The special car that brought the envoys and their families from New Orleans was met at Manhattan transfer by J. Brooks R. Parker, assistant secretary of the Joint Commission, and by Mr. McNeir, Secretary of the President's notification at Shadow Lawn, welcomed the envoys informally. At the Ritz yesterday morning the envoys were closeted with Señor Arreola, the Mexican Ambassador, and later in the day conferred with Juan T. Burns, Mexican Consul General in New York, and Alfred Caturegli, financial agent of the Carranza government. Their private conferences will continue to-day.

As Dr. Pani stepped from the Japanese dining room at the Ritz to the lobby at noon yesterday, he was handed a sealed communication by a personal representative of a New York City munitions broker.

NAVY YARD'S "MILK" IS CHALK AND WATER

Fluid Furnished Uncle Sam Only 10 Per Cent Pure.

"Right from the springhouse, eh, Thaddeus?" was the greeting of Lieutenant Kens Clark in the navy yard yesterday when Thaddeus Strachan, negro messenger, brought him a bottle of milk. Thaddeus got his early training on a dairy farm. He eyed the beverage with the scorn of an expert. "I reckon 'tis sub," said he, "an' that spring is right convenient to one o' these yer chalk banks, too."

Lieutenant Clark took the milk to the yard chemist. The scientist confirmed the diagnosis of Thaddeus. Ten per cent of the fluid was milk, he said; the rest was chalk and water. Commandant Usher was informed of the discovery, and, it is said, has called the managers of two dairies to account.

one of the incidents of the blockade, not a magazine story. But the drama of dramas is being played here on the Clyde, "where the labor troubles are." But all this work goes on, in long shifts, without ceasing, by night or day. There is neither dawn nor sunset, weekday nor Sabbath, on the Clyde now till victory comes. In all the four thousand munition factories controlled by the British government the same tale is told. The only moment when work ceases is that of which they are warned by the notices hung in every department, telling them what to do in case of a raid by hostile aircraft. Then the lights go out, but there is no panic. Whenever there has been a raid the women workers have lined up and gone to their appointed places, quietly and steadily as their brothers dressed their line for the Birkenhead drill. Many of them have dropped at their work, "casualties" on a roll of honor as proud as that of their brothers and sweethearts in the trenches. Many of them are disfigured by their handling of dangerous chemicals; and as they hold up their yellow arms or turn their blotched faces upon you the tears are very near. But they triumph in it—these little mothers of the army—for joy lest they, too, perhaps, have saved a son for England.

More Merchantmen Appear. On my return journey down the Clyde I saw one very significant thing, a quite unadvertised result of the Jutland battle. For two years previously work upon merchant ships had almost been abandoned. All the energies of the shipwrights were concentrated upon the navy. Since the Jutland battle, however, work had been resumed on merchant ships. The hammers were rattling on the sides of a dozen great liners. Cargo boats of all kinds were keeping hundreds of men busy, and, unless my eyes grievously deceived me, the transatlantic service would soon be considerably improved.

I wished very much that a glimpse of this peculiar result of the Colossal German Victory and Downfall of the British Empire, as certain headlines had it, might have been vouchsafed to the party of German burghers who visited the Clyde six weeks before the outbreak of the war. They were entertained by our great shipbuilders and everything was shown to them. It was foolish, perhaps, but English; and, after all, preferable to espionage. After a luncheon at one of the shipyards the chairman ventured to tell the guests one small home truth. "You have seen to-day in England," he said, "more than you would be allowed to see of your own yards in Germany."

In that one sentence resides the whole secret of this war, and the explanation of the fact that the hammers of these yards mean business at last. Their rattle and roar will continue till the last machine gun of Germany ceases fire. They are the hammers, not only of shipwrights, but of the builders of a better world.

ADVERTISEMENT. B. Altman & Co. Business Hours until September 15th: 9 A. M. to 5 P. M. 12 Noon on Saturday. Careful preparations have been made in the assembling of the Autumn stocks. The most charming creations of the foremost Fashion producers are now awaiting selection. For Misses, Juniors, Boys and Girls there have been provided complete outfits, including the garments and accessories soon to be required for college and school. Men's Light-weight Overcoats and Hats, in the smart models and materials for Autumn wear, are now ready.

The Autumn Millinery now being shown in the Department on the First Floor, presents many novel and distinctly attractive features. The new shapes in felt, velour, velvet and silk beaver are a salient feature, with and without the smart trimmings that Fashion dictates for the opening season. An Unusual Offering for Tuesday will consist of Women's & Misses' Trimmed Hats in new, seasonable styles, specially priced at \$10.00

Fashionable Furs for the coming Winter season are now being shown in a choice collection of new models which is receiving frequent augmentations. Advance styles include luxurious coats of Hudson seal, moleskin and Kolinsky, strikingly combined with contrasting furs; and many novel effects in short wraps, capelets, stoles, scarfs and muffs.

FUR MOTOR GARMENTS (Third Floor, Madison Avenue section) Complete Autumn Assortments of Imported Dress Velvets (including the much wanted Satin Antique Velvet) English Velveteens; Millinery Velvets will be ready for viewing on Tuesday, September 5th. Practically every desirable quality and color is represented. The prices are moderate.

Important Shipments of Antique Rugs just arrived from China, are now being prepared for stock and will be shown in the near future. The prices will range from about \$150.00 upward. (Oriental Rug Department, Fifth Floor)

Crepe de Chine Undergarments (American-made) specially priced for Tuesday, will comprise Nightrobes at \$3.50, 4.50 & 5.50 Envelope Chemises, 1.75, 2.50, 3.50 & 4.50 Drawer Combinations, 2.90, 3.75 & 4.50 Underbodices, 90c., 1.25, 1.75, 1.90 & 2.50 At the same time a number of Lingerie Undergarments (American-made) will be offered at large concessions from regular prices. (Second Floor)

Autumn Styles in Afternoon and Evening Gowns and Tailor-made Suits will be displayed, commencing Tuesday, September 5th, in the Women's Ready-to-wear Department (Third Floor)

Women's Autumn Gowns and Tailored Suits made to individual requirements. Authentic Styles. Superior materials and workmanship. Department for Imported and Special Costumes (Third Floor)

Smart Autumn Wear for the Younger Set is shown in the special section on the Second Floor in unusually generous assortments, reflecting the care and forethought with which the selections have been made.

Every possible clothing need of the growing girl of 6 to 16 years has been provided for, experts in juvenile costuming having given their judgment and experience to the task. In stock are: School and Academy Dresses, \$7.75 to \$20.00 Dresses of linen and pique, 6.50 to 35.00 Colored Washable Frocks, 2.25 to 24.50 Coats for every occasion, 10.50 to 85.00 Tailor-made Suits (sizes 12 to 16 years) at 22.50 to 45.00

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