a labor employment bureau would have to be organized. This is one of the things I shall bring before the Secretaries of Labor and Commerce when I am in Washington this week. This seems to me to be a peaceful and entirely satisfactory means of preventing the making and shipment of war materials to our enemies.

"My letter which Mr. Archibald carried does not contradict Count Bernstorff, for his people and the great bulk of those who make up our Austro-Hungarian races are entirely different types. The greater part of German workmen in all ranks are educated. They read and discuss matters and can be easily reached. Not so with the many races and the great ignorant mass of our peoples. Promises of better wages and easier employment must be made and their positions in aiding the enemy must be brought home to them.

"Where there are a hundred of German born working in the factories there are thousands of Austrians. Remedies for reaching those races must differ and there is no conspiracy in an open attempt to call out the Austrian citizens at Bethlehem and elsewhere. Such a proposal as this was the letter of which the *World* says a photographic copy was made and its contents cabled to the State Department at Washington. It is to prevent the letter from being censored or garbled that I shall ask Secretary Lansing for an opportunity to explain."

Dr. Dumba denies that Hungarians were to be sent into the munition and steel works to embarrass their output, but on the contrary he emphasized that a great bulk of the men employed at the Bethlehem Steel Works and elsewhere in steel construction plants were Hungarians or members of other races of Austria-Hungary. It was from one of the number of such men employed in various works and of their race that Capt. Archibald carried a document prepared by the editor of a New York Hungarian newspaper.

"Nothing is safe from these English spies," Dr. Dumba said, with reference to Archibald's being searched at Falmouth. "I am surrounded by spies in New York. They even send their spies up to Lenox."

Dr. Dumba did not seem irritated or annoyed by the printed exposure. He appeared like a man sure of his ground and talked without the least hesitation or restriction. The point the Ambassador emphasized was that he was the diplomatic representative of the Austro-Hungarians in America and that it was a proper function for him to attempt to save these peoples from committing a crime against their own country.

He said it was perfectly legitimate to call out these men if necessary, as they would be indicted as conspirators against their own country in the event they continued to work on contracts which were intended for the use of the enemies of their own land. He repeated that it was one of his duties to bring this important point of view before all Austro-Hungarians.

GOVERNMENT TO ACT.

Dumba's Statement Will Probably Be Investigated by U. S.

WASHINGTON, Sept. 5.—It is the opinion in Washington that the Administration will be unable longer to ignore the activities carried on in this country by the representatives of Germany and Austria-Hungary, following the disclosure of the contents of the documents taken by the British from James F. J. Archibald, the American war correspondent of known pro-German proclivities.

Although for several days the nature of the letter from Ambassador Dumba taken from Archibald has been hinted in despatches from London and the statement made repeatedly that its contents were being cabled to Washington, State Department authorities have insisted that nothing had been received at the Department. This denial of all knowledge of the Dumba or other communications found on Archibald was repeated in official quarters to-day, following the publication of the contents of the so-called Dumba letter.

That the letter presents, however, a problem which the State Department must face, and soon, is admitted. It is presumed that not only will the contents of the papers be cabled here, if Ambassador Page has not already sent them, but that also photographic copies will be placed at the disposition of the United States Government. There is reason to believe that the British Government will take special satisfaction in seeing that the United States is fully informed as to the matter, particularly as an American was the bearer of the papers.

It has long been contended by some members of the Administration that official cognizance should be taken of the known and suspected activities of German and Austrian agents in this country tending toward the disruption of industry and even the destruction of property. While heretofore nothing has been made public apparently connecting these activities so directly with the German and Austrian diplomatic representatives here, information reaching Washington has been quite conclusive. For months there has been no doubt here that, if the official representatives of these Governments were not directly responsible for much of the disturbance of American industry, they at least were fully cognizant of what was being done by persons devoting themselves to the German and Austrian cause.

What has chiefly restrained the Administration from taking any notice of these activities has been the fact that their noticeable development was almost simultaneous with the rise of the submarine controversy with Germany. Those responsible for the policy of this Government hesitated to manifest any resentment of the acts of German and Austrian agents here lest it make worse the already bad relations resulting from the submarine issue.

While this policy prevailed in the Administration it was not in harmony with the views of some of those who felt that one way of assuring the respect of American rights on the seas was to refuse to tolerate activities in this country in obvious disrespect of this Government and the American people. For months there has been a sentiment in Washington favoring a complete investigation of the passport scandals and other activities, to be followed by dismissal of all foreign officials found directly implicated in them.

In previous cases the State Department has been able to avoid action on the ground that many of the activities of German and Austrian agents, though aired in the press, have never been brought to their attention officially. This will not hold in the present instance, however, as reports from London make it clear that the contents of all the documents are to be transmitted to Washington at once. It is felt that the least the Department can do following the receipt of the matter is to call upon Ambassador Dumba and other diplomatic officers involved for an explanation.

Little sympathy is felt here for the claim of the Ambassador reported from Lenox to-night that he has a perfect right to persuade Austrians and Hungarians not to work in plants turning out materials for the Allies. Such activities, it is declared, savor too much of the assumption that Germans and Austro-Hungarians just here or naturalized Americans of such former nationality, are still under the jurisdiction of European Governments instead of that of the United States. There are officials who consider that the greatest menace to the United States to-day is not the possibility of a break with Germany but the growth and cultivation of the notion that Americans of former European nationality, or their children, owe a certain allegiance to any but the United States Government.

It is the general belief here that Archibald's case also requires attention. While he has not violated any law in carrying papers for the German or Austrian embassies, it is declared he has shown himself not to be entitled to an American passport, to be presented as evidence of his being deserving of treatment as a neutral. It has been suggested that his passport may be withdrawn.

LABOR HEADS AMUSED.

Say Dumba's Plan to Tie Up Munitions Plants Could Not Succeed.

The plans of the Austrian Government to tie up the munitions plants of the United States by a walkout and so prevent the shipment of arms to the Allies were characterized as absurd by national labor leaders yesterday. Such plans, according to the labor leaders, it would be impossible for a foreign Government or any other influence to carry out because of the opposition of powerful employing interests to such strikes.

Corresponding Secretary Ernest Bohm of the Central Federated Union said that in the first place the employers in the metal trades and the proprietors of the munitions plants would not allow such strikes to take place.

"The concessions already made by many large employers," he added, "show their anxiety to prevent a tieup of their munitions and machinery plants at a time when they are receiving large munitions orders from the Allies. By inviting a national strike the employers would be cutting their own throats and they are in consequence more anxious than the labor leaders themselves to avert the strikes.

"Even if a large corruption fund did exist and was freely spent among labor leaders and members of labor organizations it would be impossible for the labor leaders and the crooked strike instigators to furnish the goods to the Austrian Government. No power, no matter however extensive and influential, could bring about a strike in all munitions plants for the object desired by the Austrian Government. This is due to the fact that the strike movement which is now going on in munitions and arms plants is not a sentimental strike, but is wholly and solely for the purpose of gaining certain economic concessions, such as the eight hour day and higher wages.

"The action taken by the executive board of the International Association of Machinists fully squelched all efforts to bring about a national strike movement in arms and munitions plants."

General Organizer Hugh Frayne of the American Federation of Labor said yesterday that President T. V. O'Connor of the International Longshoremen's Association had informed him that the association had already effected a number of agreements in this city between the organized longshoremen and the shippers and that there was no possibility of a general strike of the longshoremen in this city at present.

Vice-President J. J. Keppler of the International Association of Machinists said that the national strike movement of the machinists was a purely business proposition for them and that for that reason all nationalistic and race distinctions had been eliminated.

"In the widespread strike movement in metal and munitions plants and arms factories," he added, "Germans, Irish, English, Americans, Spaniards, Italians, French and all other nationalities in the metal trades are cooperating for the purpose of generally establishing the eight hour day. The movement among the machinists throughout the United States has now grown to such proportions that influences of foreign Governments can no longer have any effect upon it. The concessions already made by many of the largest employers preclude all possibility of a national tieup of arms and munitions plants such as planned by the Austrian Government."

ATTACK UPON LINER STIRS WASHINGTON

Continued from First Page.

here during the last two weeks have created the impression that the torpedoing of the Arabic, if proved to the satisfaction of the German Government, would be disavowed as contrary to its instructions to submarine commanders. The Ambassador in his letter to Mr. Lansing said that the policy with reference to attacks on liners had been decided on before the Arabic was sunk. It is believed, however, that it will not be so easy to satisfy the United States Government that the Hesperian also was attacked in violation of orders to submarine commanders. A German official here recently stated that it was incomprehensible to him in view of the discipline and loyalty prevailing in the German naval servce that any submarine commander should violate his orders with regard to any subject, least of all as to attacks on passenger ships. Should this excuse be offered in the Hesperian case it will lay the German Government open to the charge that its submarines are little less than pirate vessels not under due control by the Government.

It is understood here that as usual any action by this Government will be delayed until complete reports have been received at the State Department on the Hesperian case. To-morrow, it is thought, will probably bring a complete statement of the circumstances of the attack. It will be asked, among other things, whether the Hesperian was under convoy, whether the submarine was sighted and whether any effort was made to attack the undersea vessel if seen by the Hesperian.

Following the receipt of information on all these points, it is expected that the first step will be the addressing of an inquiry to the German Government through Ambassador Gerard at Berlin for such information as it may have on the case.

Secretary Lansing is still waiting for some statement from the Foreign Office regarding the attack on the Aarbic. German officials assert that they have not yet given up hope that the submarine which sank the Arabic is still afloat and will eventually report, though information from England is that the submarine was destroyed by British patrols.

TWO NEUTRAL CRAFT SUNK.

Submarines Destroy Norwegian Bark and Danish Steamer.

Special Cable Despatch to THE SUN.

LONDON, Sept. 5.—The Norwegian bark Glimt and the Danish steamer Strode have been sunk by German submarines.

The crews of both vessels were saved.

The Frode, a vessel of 2,050 tons, sailed from Montevideo August 2 for Malmo, Sweden. She was owned in Copenhagen.

The Glimt was a vessel of 884 tons gross, and was built in 1875. She was owned at Arendal, Norway, and was last reported as having arrived at Manchester on July 6.

DJEMAL PASHA DISAPPEARS.

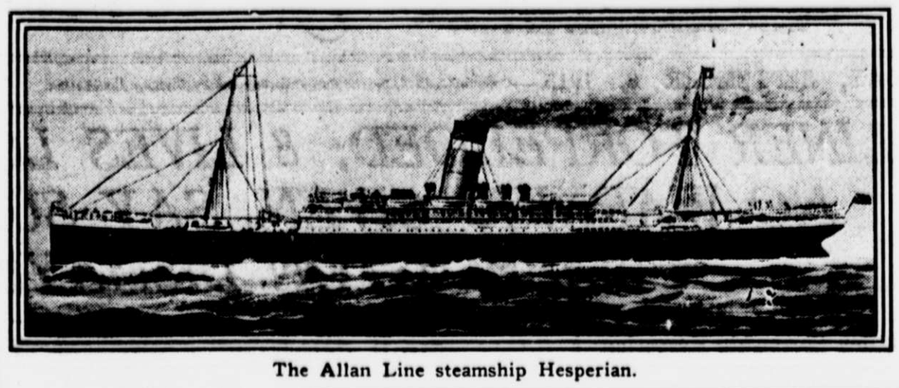
Is Suspected of Plotting Arab Revolt Against Young Turks.

Special Cable Despatch to THE SUN.

ROME, Sept. 5.—Djemal Pasha, who had fallen into disgrace owing to the failure of the invasion of Egypt, and had been transferred to Bagdad, has mysteriously disappeared.

It is suspected that he is in hiding somewhere in Arabia, where it is believed he is plotting for an Arab revolt against the Young Turks.

LINER TORPEDOED; 8 LIVES LOST; NO WARNING GIVEN, SURVIVORS SAY



The Allan Line steamship Hesperian.

Continued from First Page.

that a warning was not given and that a submarine was not sighted. J. H. Brockington, a passenger, is one of the many survivors who attest this fact. It is supposed that the submarine, if it was a submarine, had been lying in wait for a victim and as soon as the Hesperian was sighted approaching manœuvred quickly to strike and having discharged the torpedo submerged and fled.

All of the passengers pay the highest tribute to the efficiency of the crew and the coolness of Capt. Main.

American Saw No Submarine.

The two American citizens on board were employed as ship's stewards. One of them named Dallas of Buffalo said he was sure no submarine had been sighted. Some of the passengers say that after the boats had put off and left Capt. Main and his officers on the bridge the captain called to some of the crew to return. They refused to do so.

The vessel was hit near the forward engine room and quickly went down thirty-five feet by the bow. One story told by some of the passengers is that the explosion threw the wireless apparatus out of gear and that for this reason Capt. Main had to use rockets as distress signals. After a short lapse of time one of the operators climbed into the rigging and managed to repair the wireless, after which "S O S" signals were sent out and straightway answered.

The first rescue boat arrived on the scene about one hour after the explosion and immediately set about taking the passengers from the lifeboat.

One of the Candian passengers was Bugler A. Royle. He said that a concert was taking place in the saloon when the explosion occurred and every one dashed onto the deck to get a place in a lifeboat. One of the boats was hanging by the stern when Royle reached the deck and it was apparent that its ropes had become jammed and that all the occupants had been thrown into the water. Later Royle saw another boat in the same condition, its only occupant being a small child whom he lifted out and put in another boat.

Many of the women in the steerage had gone to bed before the explosion and had to leave the ship with very scanty clothing. There was apparently more of a panic in this part of the vessel than any place else, although even here the people by no means became unmanageable. The stewards helped the women put on life belts and started them toward the deck.

Ronald Whiteway of London said that the ship was struck on the starboard side.

HESPERIAN A TROOP SHIP

She Had Been Carrying Canadian Reservists to England.

The Hesperian was built in 1908 for the Allan Steamship Company of Quebec by A. Stephen & Sons, Ltd., of Glasgow. She is one of five sister ships, the Bavarian, Corsican, Virginian, Tunisian and Hesperian. The Bavarian was abandoned after going aground in the St. Lawrence River several years ago.

The Hesperian is a ship of 10,920 tons gross. She was 485.5 feet long and had a beam of 60.3 feet. Her route is between Montreal and Liverpool and she sailed from Canada on August 17. Since the war began she has been engaged in carrying Canadian reservists across to England, with other war supplies. Capt. Main, her commander, is one of the best liked men of his line and recently a song which was dedicated to him gained a good deal of prominence.

NO MUNITIONS CARRIED.

Hesperian Had No Troops Aboard on Last Trip.

MONTREAL, Canada, Sept. 5.—The Allan liner Hesperian sailed for Montreal from Liverpool on August 17 with passengers, but no war material was entered on her cargo manifest and she had no troops on board. She was not expected back again, as it was believed the Admiralty intended to commission her as a troop ship. Her name does not appear on the advertised sailings from Montreal for September. The Allan Line officers here have information that all on board were saved. The liner carried 740 passengers.

The Hesperian was one of the fleet of transports which conveyed the first Canadian contingent and also carried troops on various occasions, but had not recently been used as a troop ship.

Andrew A. Allan emphatically states that the Hesperian at the time she was torpedoed was a passenger ship, not a transport, and had no troops and no munitions aboard.

Capt. Main, her commander is one of the oldest and most experienced navigators crossing the Atlantic, having been forty-two years at sea and almost that long in the service of the Allan Line. He formerly commanded the Corinthian. On his last trip he brought over with him his son, a private in the Glasgow Highlanders, who had been wounded in France and was on furlough.

Seamen and port officials are greatly gratified that the Hesperian has not gone down and attribute her escape to the captain's skilful navigation.

AMBASSADOR NOT FOUND.

Count von Bernstorff Fails to Appear at Usual Places.

Count von Bernstorff, the German Ambassador, could not be found yesterday either in New York or at the German summer embassy in Cedarhurst, L. I., at one of which places he usually passes the week ends.

His secretary arrived at the Ritz-Carlton Hotel late last night and entered the Ambassador's apartment. He asserted that he did not know when Count von Bernstorff would come to New York.

Two Belgian Towns Bombarded.

Special Cable Despatch to THE SUN.

LONDON, by wireless from Havre, Sept. 5.—The following official statement was issued to-night by the Belgian War Office:

There was a feeble display of enemy artillery during the day, Lempernisse and Reninghe being bombarded. There were no infantry engagements.

ATTACKS BY U BOATS COST LIVES OF 1,659 PEOPLE

A TOTAL of 1,659 lives have been lost through the attacks of German submarines since they began their undersea warfare against merchant shipping on February 18.

Of the great number of merchant vessels destroyed, only the Nebraskan and the Leelanaw flew the American flag; in each case the crew was saved.

The chief interest of Americans centres in the loss of the Lusitania, with the death of 114 Americans; the Falaba, in which one American was among the drowned; the Iberian, in which another American lost his life, and the Orduna, which was attacked by a German undersea boat without warning while westward bound with twenty-two Americans aboard, but which escaped through superior speed.

On July 28 the British Admiralty announced that a total of 1,550 lives had been lost through the sinking of British merchantmen and twenty-two lives lost through the sinking of neutral vessels. The list of ships sunk follows:

Date.	Name.	Tons.	Nationality.	Fate of crew.
	FEBRUARY.			
18	Dinorah	4,208	French	Saved
20	Belridge	7,000	Norweg'n	Saved
20	Cambank	3,122	British	—
23	Oakby	1,976	British	Saved
24	Regin	1,544	Norweg'n	Saved
24	Deptford	1,008	British	1 lost
24	Harpalion	5,807	British	3 lost
24	Rio Parana	4,015	British	Saved
24	Branksome Chine	2,026	British	—
	MARCH.			
5	Noorsedyk	2,118	Dutch	—
7	Bengrove	2,849	British	—
9	Princess Victoria	1,108	British	Saved
9	Tangistan	3,738	British	37 lost
9	Blackwood	1,230	British	Saved
11	Auguste Conceil	2,952	British	—
11	Florazan	4,696	British	1 lost
11	Adenwen	8,798	British	Saved
12	Headlands	2,988	British	Saved
12	Andalusian	2,346	British	Saved
12	Indian City	1,645	British	Saved
13	Hartdale	3,839	British	—
13	Invergyle	1,794	British	Saved
15	Fingal	1,567	British	6 lost
15	Durham Castle	8,228	British	Saved
16	Leeuwarden	990	British	Saved
16	Hyndford	4,286	British	1 lost
17	Glenartney	5,201	British	1 lost
17	Rivaulx Abbey	1,166	British	—
18	Binjacket	3,513	British	Saved
19	Beeswing	2,062	British	—
21	Cairntorr	3,588	British	Saved
21	Concord	2,861	British	Saved
24	Delmira	3,409	British	Saved
27	Medea	1,235	British	Saved
27	Falaba	4,869	British	111 lost
27	Aquila	2,114	British	23 lost
28	Vosges	1,095	British	1 lost
29	Flaminian	3,500	British	Saved
29	Crown of Castile	4,565	British	Saved
31	The Emma	1,617	French	19 lost
31	Seven Seas	632	British	11 lost
	APRIL.			
2	Lockwood	1,143	British	Saved
2	Southpoint	3,837	British	Saved
4	Olivine	634	British	Saved
4	Hermes	1,019	Russian	Saved
4	City of Bremen	782	British	4 lost
5	Northlands	2,778	British	Saved
8	Chateaubriand	2,247	French	Saved
9	General de Sonis	2,190	British	—
9	Elmina	4,792	British	—
10	Hapalyce	5,940	British	Saved
10	The President	647	British	Saved
11	Frederick Franck	973	French	Saved
12	Wayfarer	9,599	British	Saved
14	Ptarmigan	780	British	—
18	Ellispontos	2,989	Greek	Saved
22	Ruth	3,461	British	—
28	Mobile	1,915	British	—
29	Ellen	698	British	—
29	Chorbury	3,220	British	—
29	Laila	753	Norweg'n	Saved
	MAY.			
1	Edale	2,110	British	Saved
1	Ellida	1,124	Swedish	Saved
1	Severino	2,702	Russian	Saved
2	Baldwin	959	Norweg'n	Saved
2	Europe	4,769	French	Saved
2	America	2,305	Norweg'n	Saved
2	Fulgent	2,408	British	—
2	Elsa	1,180	Swedish	Saved
5	Minterne	3,018	British	Saved
5	Cathay	4,076	Danish	Saved
6	Candidate	5,858	British	Saved
6	Centurion	5,945	British	Saved
6	Triton	836	British	—
7	*Lusitania	31,550	British	1,250 lost
8	Queen Wilhelmina	3,590	British	—
8	Drumcree	4,662	British	Saved
10	Dumfries	4,121	British	—
22	Minerva	2,413	Norweg'n	Saved
25	Nebraskan	2,824	American	Saved
26	Betty	1,267	Danish	Saved
28	Ethiope	3,794	British	15 lost
28	Tullochmoor	3,529	British	Saved
29	Dixiana	4,127	British	Saved
30	Soborg	1,333	Danish	Saved
30	Glenlee	2,650	British	Saved
30	Cysne	628	Portug'se	Saved
	JUNE			
1	Saidieh	1,984	British	8 lost
2	Cubano	2,505	Norweg'n	Saved
3	Lappland	1,417	Swedish	Saved
3	Cyrus	1,032	British	Saved
4	Iona	2,085	British	Saved
6	Adolf	594	Russian	2 lost
7	Menapier	1,425	Belgian	17 lost
7	Trudvang	646	Norweg'n	Saved
7	Superb	1,293	Norweg'n	Saved
7	Nottingham	1,031	British	Saved
9	Tunisian	4,270	British	Saved
10	Strathcairn	2,907	British	—
10	Thomasina	1,869	Russian	—
10	Otheo	979	Swedish	—
10	Dana	1,089	Russian	—
	JUNE.			
10	John Lyman	880	British	—
12	Leuctra	3,027	British	—
13	Crown of India	2,056	British	—
13	Bellglade	665	Norwegian	—
13	Diamant	3,445	French	—
13	Duranger	2,280	Norweg'n	Saved
14	Hopemount	3,300	British	—
15	Verdandi	947	Swedish	Saved
16	Strathnairn	4,336	British	22 lost
16	Desabia	6,090	British	Saved
17	Turnwell	4,264	British	Saved
19	Dulcie	2,009	British	1 lost
21	Carisbrook	2,352	British	Saved
23	Trym	1,557	Norweg'n	Saved
27	Edith	1,210	British	Saved
27	Indrani	3,640	British	Saved
28	Armenian	8,825	British	29 lost
28	Dumfrieshire	2,565	British	Saved
29	Scottish Monarch	5,043	British	Saved
30	Cambuskenneth	1,925	Norweg'n	Saved
30	Gjeso	1,094	Norweg'n	Saved
30	Krotka	880	Norweg'n	Saved
	JULY.			
1	Lomas	3,048	British	1 lost
1	Thistlebank	2,430	British	—
1	Sardinene	2,600	Italian	8 lost
2	Welbury	3,391	British	Saved
2	Inalemeor	2,734	British	—
2	Caucasian	962	British	—
3	Larchmore	4,355	British	Saved
3	Renfrew	2,248	British	Saved
3	Gadsby	2,497	British	Saved
3	Richmond	2,214	British	Saved
3	Craigard	3,286	British	Saved
3	Bodiognat	1,441	Belgian	Saved
4	London	—	British	Saved
4	Scottish Monarch	5,043	British	Saved
11	Ellesmere	—	British	1 lost
11	Clan	—	Italian	Saved
11	Nordaas	—	Norweg'n	Saved
12	Leo	2,724	Russian	11 lost
16	Rym	1,073	Norweg'n	1 lost
16	Balwa	—	Russian	Saved
16	General Radetzky	—	Russian	Saved
24	Rubonia	3,421	Russian	Saved
25	Leelanaw	1,377	American	Saved
25	Danae	—	French	Saved
26	Grangewood	3,422	British	Saved
26	Fimreithe	3,819	Norweg'n	Saved
27	Nogtil	—	Danish	Saved
28	Hogarth	1,231	British	10 lost
28	Princess M Jose	1,953	Belgian	4 lost
30	Trondhjemsfjord	2,737	Norweg'n	—
31	Iberian	3,223	British	7 lost
	AUGUST			
2	Chintonia	2,440	British	11 lost
2	Benvoirlich	2,164	British	—
2	Fulgens	—	British	—
4	Koophandel	1,885	Belgian	—
5	Costello	1,591	British	1 lost
5	Portia	1,849	British	Saved
8	Glenravel	1,092	British	Saved
8	Malmland	3,779	Swedish	Saved
8	Vanadis (bark)	—	Norweg'n	Saved
9	Mai	—	Swedish	10 m'g
11	Rosalie	2,725	British	Saved
11	Oakwood	4,279	British	Saved
11	Morna	1,512	Norweg'n	—
11	Francois (bark)	1,945	French	Saved
11	Jason (schooner)	—	Danish	Saved
14	Princess Caroline	796	British	4 lost
18	Bonny	2,792	British	Saved
18	Isadore	2,044	Spanish	Saved
18	Romulus	—	Norweg'n	Saved
18	Mineral	—	Norweg'n	Saved
18	Thornfield	—	Russian	Saved
19	*Arabic	15,801	British	20 lost
19	Grodno	1,955	British	Saved
19	Serbino	2,205	British	Saved
20	Iris	1,851	Norweg'n	—
20	Sverresborg	674	Norweg'n	—
20	Baron Erskine	3,560	British	Saved
20	Restorquel	1,540	British	Saved
20	New York City	—	British	Saved
20	Pena Castillo	—	Spanish	—
20	Ben Brackie	3,906	British	—
20	Samaria	—	British	—
20	Gladiator	—	British	—
20	Bittern	1,797	British	—
21	Carterswell	4,000	British	Saved
21	Dagbestan	—	Belgian	—
22	Zebe	—	British	Saved
22	William Dawson	—	British	5 lost
22	Windsor	6,000	British	Saved
26	Dionea	5,000	British	5 lost
29	Sir W Stephenson	1,711	British	—
	SEPTEMBER			
2	Sevona	3,130	British	3 lost
3	Submarine	—	British	Saved
3	Whitefield	—	British	Saved
3	W T Lewis (tk)	—	British	Saved
5	Churston	—	British	Saved

*The 1,250 lost include passengers.
†This includes passengers only.

"SCRAP OF PAPER," SAYS LONDON PRESS

Hesperian Attack Regarded as Brutal Repudiation of Von Bernstorff's Pledge.

Special Cable Despatch to THE SUN.

LONDON, Sept. 5.—Although expressed in a variety of ways the comment of London newspapers this morning on the sinking of the Hesperian centres around the assumption that the matter directly concerns the United States.

It is said that the submarine commander probably was unaware that there were any Americans on board, but if he had been aware of the fact that there was none among the passengers the act would none the less have been a defiance of the United States—a prompt and brutal repudiation of Count von Bernstorff's pledge that no more liners would be attacked without warning.

The *Times* says that the news can nowhere have been received with a greater sense of disillusionment than in Washington. The *Daily Telegraph* says in effect:

"We can trust the American nation to draw its own conclusions. The action is a significant contrast to the promises so recently made."

The *Daily Chronicle* believes that the destruction of the Hesperian does more in fact than violate the principles laid down by President Wilson, for it absolutely repudiates the undertaking promised by Count von Bernstorff.

The *Daily Express* says that Germany has thrown another scrap of paper into America's face, and the *Daily News* says:

"In commenting on the Arabic case we wrote that Germany faced a choice between retreat and war. She chose retreat. Her decision has not been retracted and the word lies with America unless America has done with words."

"SUBMARINES IN PERIL."

Von Reventlow Laments Concessions Made by Germany.

Special Cable Despatch to THE SUN.

BERLIN, via Amsterdam, Sept. 6 (Monday).—Count von Reventlow, the naval critic of the *Deutsche Tageszeitung*, to-day again comments upon Ambassador von Bernstorff's pledge to the United States regarding the German submarine.

"The British Admiralty," says Reventlow, "will issue new instructions that will absolutely alter conditions of the submarine war. The danger of so-called passenger ships ramming submarines will be increased a hundredfold and it may therefore be difficult to find crews to man our submarines."

The *Kreuzzeitung* says: "We are filled with anxiety and disappointment. The failure to use our best weapon against England will be interpreted as inexplicable weakness."

KEPT FROM MOTHER'S GRAVE.

Belgian Woman's Children Watch Burial From Guarded Frontier.

Special Cable Despatch to THE SUN.

PARIS, Sept. 5.—A woman died last week in the Belgian town of Koewacht. The cemetery of this town is situated in Dutch territory, just across the frontier. After the church service the coffin was carried to the border, where German soldiers took it and handed it over to some Hollanders. The latter proceeded with the burial.

Behind the barbed wire fence that marks the Belgian-Dutch frontier stood the dead woman's children, weeping as they watched foreigners lower their mother's coffin into the grave. The strong arm of the military kept the children from crossing the border line.

PACIFISTS CHEER HESPERIAN ATTACK

Applause Is Followed by Hisses at the Friends of Peace Convention.

SILENT PEACE PRAYER

CHICAGO, Sept. 5.—Cheers and handclapping followed the announcement at the convention of the Friends of Peace to-day that the Allan liner Hesperian had been torpedoed by a German submarine. There were also cries of "shame, shame," and hisses as well as applause.

Other features of the first session of the Friends was the bitter excoriation of American newspapers and sharp criticism of President Wilson. The money interests, and especially the interests engaged in manufacturing munitions of war, "aided and abetted by a venal and prejudiced press," came in for special denunciation.

The attendance was below 2,000, whereas it had been announced and expected that the figures would go far above this. The speakers attributed the small attendance to misunderstanding as to the eligibility of thousands who desired to attend and to the attitude of the pro-British press.

Mrs. Anna M. Schaedler opened the meeting by greeting the audience in the name of the women of Chicago. She then introduced John Brisben Walker, the permanent chairman.

Asks for Silent Prayers.

After referring to the suffering that the war is causing in Europe, Mr. Walker said:

"Friends of peace, I ask you to stand in silence for a brief space, sending your thoughts out in sympathy to your unfortunate brothers. Each will make such silent prayer as his soul dictates. Each will register his silent vow to heaven that he will do his share to end the system of militarism which makes possible such a cataclysm."

The audience stood silently with bowed heads while the orchestra played "Hearts and Flowers."

"Until the problem of war is solved civilization stands in the balance," Mr. Walker continued. "There is only one real problem in the world to-day—the abolition of war—and the only solution to it is doing away with militarism in every form.

"There have been peace societies for a hundred years, but their members have never exploited peace at the expense of militarism. I feel confident that your convention will mark the beginning of the end of militarism.

"One reason why this problem is to be solved now is the entry of woman into political life. It is her vote which will free the world of militarism and it is right, therefore, that the first session of the world's first real peace convention should be conducted by the women of a State which recently gave them suffrage."

Woman Leader Speaks.

Miss Florence King, president of the Chicago Women's Association of Commerce, said:

"In time of war let us prepare for peace. In warfare incompetents are intolerable. Inefficiency is fatal. War learns quickly what peace is slow to learn and we as women should apply the efficient methods of warfare to the promotion of peace.

"We are standing on the brink of a precipice. With the progress of commercialism unusual intercourse requires unusual regulation. Closer industrial relations between nations are bound to give rise to disputes.

"A fundamental rule of equity is: 'For every wrong there is a remedy.' This should apply as well to international affairs as to national affairs."

Mrs. Schraeder then introduced the Rev. Mr. Berkemeier, an imposing figure with a commanding voice. He referred to the Sermon on the Mount and quoted the Scriptures briefly. He said the time had come for a change in the programme of the meeting, that the audience had seen the lightning and now was to hear the thunder.

"The whole world seems to have gone war mad," the speaker asserted. "The Christian nations of Europe are fighting the world's most horrible war, and in our own country we hear people clamoring for war. The influential newspapers of the United States are inciting the people to war."

He was interrupted by the heartiest applause yet given and continued:

"But the world has not yet become a slaughter house. The God fearing people who are not interested in speculation and war munitions do not want war. Ninety-nine out of every one hundred are the friends of peace. The plain people across the Atlantic don't want war. The poor Russian and the God fearing German in his home, singing 'Die Wacht am Rhein,' want peace.

Places the Blame.

"After the war is over and the facts, instead of the fancies we now receive, come over we will find that a handful of unscrupulous men like Grey and Asquith and Delcasse and Poincare made this war against the will of the millions. We ought to hiss and hurl such demons to the abyss of hell."

Henry Weissman of New York, chairman of the general committee, in alluding to the torpedoing of the Hesperian, said it verified his suspicions that newspaper reports which declared that the United States Government had won a great diplomatic victory in the controversy with Germany over the sinking of transatlantic passenger ships were not true. He said:

"What of the stories we have read of the supposed agreement between the German and American Governments on the conduct of submarine warfare? When they were published I had serious doubt of these stories concerning the success of the policies of President Wilson. Now I know they were untrue.

"If the Hesperian has been torpedoed serious conditions confront us. The danger is greater and a new hysteria may arise."

The business of the convention will be transacted at a meeting in Medinah Temple to-morrow morning. W. J. Bryan will speak at the afternoon meeting. There will be many speakers at a rally to be held to-morrow night at Federal League Park.

MANY DEAD IN BARI FLOODS.

Rescue Work Rendered Difficult by Lack of Pumps.

Special Cable Despatch to THE SUN.

ROME, Sept. 5.—Owing to interruption of the railroad communications and the congested telegraphs the full extent of the damage done by the Bari floods is yet unknown. The number of bodies recovered so far is thirteen. The injured persons are most numerous in the lower parts of the town, which is still under water. The rescue work is rendered extremely difficult by reason of the lack of pumps.

Pumps are being sent to Bari from Taranto and Brindisi. Meanwhile the territorial troops are rescuing the occupants of the flooded houses and providing shelter for the homeless. The damage to the countryside is extensive besides in Bari, in the neighborhood of Naples and especially in the towns and villages on the slopes of the Vesuvius, where mud torrents devastated the fields, vineyards and orchards.

AMERICAN NEWSPAPER COMMENT ON HESPERIAN

Extracts from editorials in leading newspapers on the torpedoing of the Hesperian, are as follows:

PHILADELPHIA, Sept. 5.—The *Public Ledger* will say editorially to-morrow:

"That the Hesperian was not sent to the bottom, that few more names were added to the heavy human toll of the lives of non-combatants, was not the fault of the commander of the submarine. The offence was as great in intention as if there had been.

"What explanation does the Ambassador propose to make? What apology does the German Government propose to offer for this latest outrage? It does not appear that the commander of the Hesperian had even the opportunity to escape, much less offer resistance.

"The Hesperian was some hundred miles southeast of Fastnet when she was torpedoed and probably at least half that distance from the nearest land. What assurance of safety was there for her passengers in small boats, especially after dark? Is this regarded even in the perverted logic at Berlin as not jeopardizing their lives? In what way, judging by this latest exhibition of 'rightfulness' has Germany modified her methods of submarine warfare? Where is the great diplomatic triumph of the Administration that was celebrated so jubilantly a few days ago?"

PROMISE SOON BROKEN.

BALTIMORE, Sept. 5.—The *American* will say:

"Germany has broken every phrase of the promise less than a week after it was made. It will be useless for her to throw the blame on the submarine's commander. He knew what he was doing—knew that even if he sent the liner and every soul on board to the bottom of the sea he would be commended, not condemned, by his Kaiser.

"Are Germany's promises made only to be broken? Was Von Bernstorff's message to this Government but another scrap of paper? England so declared when that promise was given and it looks as if England was right."

The *Sun* will say:

"It will not do to plead a mistake on the part of the submarine officer in charge. The German Government does not tolerate such pleas when the mistakes of its Generals or naval officers militate against itself. It knows how to have its orders obeyed and the commanders of its submarines are not likely to violate instructions.

"Germany must show her plighted word is something more than 'a scrap of paper' to be disregarded at the pleasure or convenience of the commanders of her submarines."

JUSTIFICATION URGED.

CLEVELAND, Sept. 5.—The *Leader* will say to-morrow:

"The big rifle mounted on the deck of the British steamship Hesperian, torpedoed off the south coast of Ireland by a German submarine, makes anything in the nature of a Hesperian case impossible. Even if the dusk might have prevented the commander of the submarine from seeing the gun at the stern of the Canadian liner, he doubtless knew that the ship had long been armed. It was enough to make sure of the Hesperian's identity.

"But the Hesperian