

ADD SAVES HOMES OF GUARDSMEN
Auxiliary Acts Against Landlords Seeking to Evict Families.
ONE WIFE FACED LOSS OF FURNITURE
Over \$400 Given Out in Day to Relieve Distress of Soldiers' Dependents.

tors of the Active Service Auxiliary of the New York National Guard in the 71st Regiment Armory.
 "Difficulty has been experienced in securing concessions of any kind from landlords of the more exacting type," it was said. "Dispossesses have been threatened and in some cases actually executed."
 "The Auxiliary, nevertheless, is standing by its applicants and purposes to win over the landlords to conciliatory methods wherever dispute arises."
 Part of Rent is Paid.
 Members of the Auxiliary are attempting to meet the problem of the dependent families by paying a part of the rental. Some of the landlords have been willing to accept half.
 Reports of distress from other causes were made public yesterday at headquarters. Debts of all sorts have been piling up in the homes left by the Guardsmen when they went to the border.
 One woman who has had a struggle to get enough food to sustain life has had her distress increased by the persistent visitations of a furniture installment collector. The woman appealed to the Auxiliary, which discovered that a chattel mortgage taken by the installment house before the purchase had been foreclosed. The marshal had been ordered to remove the goods.
 The Auxiliary procured a stay of execution which will prevent further

molestation until the Guardsman's return.
 More than \$400 was disbursed at the office of the Auxiliary in one day, mostly in small amounts.
 Eighteen persons out of sixty-five families were found to be in need of employment. Five families were still waiting for promised pay from employers.
 "We can't eat promises," observed one little woman who had come to the Auxiliary for help.
MOOSE LEADER FOR WILSON
 Taylor, Brooklyn Committeeman, is Against Hughes.
 John Robert Taylor, of Brooklyn, who was a Progressive state committeeman from Brooklyn and a candidate for the Supreme Court on the Bull Moose ticket last fall, came out for Wilson yesterday. He declared the Progressives were against Charles E. Hughes, and that had it been put to a test, the delegates at the Progressive Convention in Chicago, would have polled stronger for Mr. Wilson than for Mr. Hughes.
 "The election of the Republican candidate," said Mr. Taylor, "would tend more than anything else to terminate the existence of the National Progressive party, and put an end to the programme for social and industrial justice, and various other human welfare planks of the 1912 platform."

CANADA TO KEEP BAN ON GERMANS
Union Would Bar Teutons and Their Goods Even After the War.

PERSONAL FEELING IS STRONG FACTOR
Many Have Suffered Directly from Conflict—Propaganda Is Started.
 By JOHN R. BONE.
 (Special Correspondence of The Tribune.)
 Toronto, Aug. 12.—As I write there lies before me a letterhead of the British Empire Union of Canada, Inc., which in black capitals bears these slogans:
 "No more German immigrants."
 "No more German shipping."
 "No more German labor."
 "No more German goods."
 "No more German influence."
 The committee includes the names of a number of fairly representative citizens, but it may be observed that from this drastic propaganda the mass of public opinion is as yet holding aloof. This is not to say there is any lack of sympathy for it, for if the issue as to whether Canada would have any relations of any kind with Germany after the war had to be settled to-day, there is no question that the population would vote overwhelmingly against resuming any kind of traffic with the Kaiser's people.
 It is perhaps the fear that as time goes on there may be a weakening in this sentiment which has impelled the promoters of the British Empire Union of Canada to start and perfect its organization at the present time.
 Is Proposal Practicable?
 Is the proposal practicable? Will it be possible when peace has been re-

stored to maintain a position under which Canadians and Germans will pass by on opposite sides of the street? If it is practicable will it be profitable? These questions are being very earnestly studied and discussed.
 It is recalled that five years ago a government came into power in Canada after a campaign of which one of the chief slogans had been "No truck nor trade with the Yankees." That was in 1911. By 1913 Canada's imports from the United States had risen from \$274,000,000 to \$445,000,000, and even for the fiscal year ending this year, despite the ravages of war, are still \$100,000,000 more than they were in 1911, while in the same period her exports to the United States have doubled, being slightly over \$100,000,000 in 1911 and over \$200,000,000 in 1916.
 "No truck nor trade with the Yankees," potent as it was to win votes, failed absolutely as a rule of conduct for individuals.
 The temper of "No truck nor trade with Germans" is, however, altogether different. It is not being passed from politicians to the people. It is developing as a natural cry of the people as a whole.
 One Merchant Admits.
 I asked a merchant if he would stock German goods again after the war, knowing that he had carried large lines of these before the war, and that, like others, he is suffering inconvenience because of his inability to get substitutes as cheap and attractive as were the German goods in some lines. His answer was immediate: "No, I shall not."
 "Why?"
 "They murdered one of my firm on the Lusitania, they murdered my nephew with gas at St. Julien. Do you think I could ever do business with them again? Possibly my grandchildren may, but this generation I am afraid cannot."
 And it is this personal element which one encounters everywhere that will be the great barrier to the resumption of relations of any kind with the beaten foe. When the war is over there will be scarcely a family in the country that will not have some close relative lying under the fowers of France, or some maimed and disabled friend to serve as a daily reminder of the horrors endured because of the mad ambition of the Teuton.
 Effect of Thorough Defeat.
 There is just this to be said, however, that the more thorough the defeat of Germany the greater possibility there will be of a resumption of trade and intercourse with her. Ger-

many only partially defeated will have to be shackled and injured in every way within the means at our disposal. Peace will be but a truce. It will be but a continuance of war, lacking bloodshed.
 The German claim that before the war Britons, the world over, were endeavoring to shackle and smother German expansion in trade and influence is branded as a lie, but after the war if there is an inconclusive decision there will be no question as to the policy of Britons.
 They were cruelly deceived in German ambitions and designs once, and will not be deceived in the same way if it can be avoided.
 Germany, thoroughly beaten, might offer a temptation to the resumption of relations, but this only if there is evidence that the German people themselves are repentant of their folly, and in some unequivocal manner, such as the banishment of the Hohenzollerns and the overthrow of autocracy.
 Herein lies about the only hope that Canada will trade with Germany during the present generation. Judging from recent utterances of statesmen in Britain and the allied countries, there is a growing prospect that there may be some such climax to the present conflict.

20,000 CATHOLICS TO CONVENE HERE
Entire Week Will Be Devoted to Conferences and Discussions.
 "Catholic Week," beginning next Sunday, is expected to bring to New York more than 20,000 Catholics from different parts of the country. Cardinals Gibbons, Farley and O'Connell, Most Rev. John Bonzano, the Apostolic Delegate, Governor Whitman and Acting Mayor Frank L. Dowling are among those who have accepted invitations to speak.
 The Catholic Press Association will meet at the Catholic Club, August 18-19, and then remain for the week of other conventions. Societies meeting during Catholic Week are the American Federation of Catholic Societies, the German Roman Catholic Central Verein, the Catholic Young Men's National Union, the Gonzaga Union, the New York State League of the Central Verein, the Frauen-Bund of D. R. K. Central Verein and the New York State Federation of Catholic Societies.
 During the week papers will be read on "Americanism," "The Principle of the Minimum Wage," "The Oregon Experiment," "The Crusade Against Immorality," "America's Debt to Her Catholic Citizens," "The Catholic Theatre Movement," "The Catholic Young Men's Association," "Home and Foreign Missions," "Need of a Woman's Movement," "Work for the Catholic Layman" and "The Need for More Efficient Organization."
 Epidemic Delays Field Day.
 Trenton, N. J., Aug. 12.—The executive committee of the State Board of Agriculture announced to-day that owing to the infantile paralysis epidemic the annual field day of the Grangers, at the Freylinghousen farm, Somerville, had been indefinitely postponed.

FIRST DAY

The start was made at 1:30 a. m. Monday, July 24th, from Columbus Circle, New York City. Fred Barbour, of New York, drove the first leg of the trip. Two hundred and ninety-five miles from New York to Syracuse were covered in nine hours, the car arriving at 10:30 a. m.
 Stevens took the wheel at Syracuse and drove to Cleveland, by way of Batavia, Buffalo and Erie, arriving in Cleveland, 647 miles from New York, at 7:30 p. m. Monday. There was some delay in Cleveland on account of the car getting caught in a parade and bad luck at railroad crossings. At one crossing the car was held twelve minutes.

SECOND DAY

At Cleveland, William Binz of Chicago took the wheel and drove during the night 330 miles to the next station, which was Merrillville, Indiana, near Chicago. The time made on this stretch was limited to the time which could be made by Stevens in getting from Cleveland to Merrillville by train. The train stop near Merrillville is Gary, and it was impossible for Stevens to get to Gary until 6:45 a. m. Tuesday.
 The Marmon car reached Merrillville exactly on time, and after taking on supplies another car flashed over the hill, bearing Stevens, the driver who was to take the car to Omaha. The car left the station as per schedule at 7:30 a. m. On this leg the car passed through Elyria, Norwalk, Fremont, Bryan and South Bend.

THIRD DAY

Upon leaving Merrillville the car sped through Aurora, Dixon, Clinton, Cedar Rapids, Marshalltown, Ames, Grand Junction and Carroll into Omaha, arriving on schedule at 1:05 a. m. Wednesday. At Omaha the car was turned over to Fred Barbour while Stevens took the train for Cheyenne, Wyo.
 From Omaha the tourists dipped down to Kearney, going by way of Fremont, Columbus and Grand Island. After leaving Kearney they passed through North Platte, Big Springs, Sidney, Kimball, Pine Bluffs, Wyo., into Cheyenne, arriving there at 4:30 p. m. and stopping for thirty minutes. At Cheyenne they were about thirty minutes ahead of their schedule.

FOURTH DAY

Stevens was driving from Cheyenne to Evanston, a distance of 407 miles. He encountered about 20 miles of muddy roads during the last hundred miles and arrived at Rawlins at 1:10 a. m. From Cheyenne to Rawlins the car had to be driven up the long Sherman hill, reaching an approximate elevation of 8,000 feet, and crossing the great continental divide. At Evanston, Stevens wired:
 "Delay on account of much rain. Roads muddy. Car in best of condition."
 Heavy rains in Utah reported by Salt Lake papers as cloud-bursts, made the trip across Utah dangerous and slow. Walter Biebing drove the car from Evanston to Ely, Nev., passing through Salt Lake City, County Well, Fish Springs, and over the Shelbourne Pass, crossing through the great American desert, which was one of the worst parts of the trip. The heavy rains in Utah had put the roads in bad condition and caused numerous washouts. Three hours were lost west of Salt Lake City because the pilot became confused in the route through the desert.

FIFTH DAY

At Ely, the car was turned over to Robert Creighton, who drove to Reno. Here again road conditions were very bad. The trails over the Nevada desert were in terrible shape. The trans-continental car, however, was in fine condition. Creighton passed through Austin, Alpine Ranch, Fallon. Aside from being delayed by the rough trails, a short circuit left him without lights. He located the trouble, however, and remedied it so that delay from this source was not considerable. Breaking through a bridge several miles east of Fallon caused a further delay of three and one-half hours.
 At Reno, Stevens was again waiting to take the car. He left Reno at 5:40 a. m., going by way of Truckee and Colfax, arriving at Sacramento at 12:22 Saturday afternoon, and thence to Vallejo, arriving at 3:10 p. m. Here a special boat was waiting to take the victorious car to San Francisco, and at 5 o'clock p. m. the car was officially checked at Third and Market Streets.

NEW YORK
 1:30 a. m. Monday

CLEVELAND
 7:55 p. m. Mon. 647 mi. Av. 34 m. p. h.

MERRILLVILLE INDIANA
 (Near Chicago)
 6:45 a. m. Tues. 977 mi. Av. 33.3 m. p. h.

CEDAR RAPIDS
 3:45 p. m. Tues. 1235 mi. Av. 33 m. p. h.

OMAHA
 1:05 a. m. Wed. 1536 mi. Av. 33 m. p. h.

CHEYENNE
 4:50 p. m. Wed. 2113 mi. Av. 32.3 m. p. h.

EVANSTON WYOMING
 11:30 a. m. Thurs. 2529 mi. Av. 30.1 m. p. h.

ELY NEVADA
 7:55 a. m. Fri. 2890 mi. Av. 27.6 m. p. h.

RENO
 5:31 a. m. Sat. 3240 mi. Av. 25.7 m. p. h.

SAN FRANCISCO
 5:00 p. m. Sat. 3476 mi. 25.1 mi. p. h.

Marmon 34 Makes Cross-Continent Record
New York to San Francisco 5 Days—18½ Hours 3,476 Miles

S. B. Stevens, Chairman of the Motor Reserve Division of the American Defense Society, planned this record-breaking run. He drove personally over 1500 miles of the distance.

The run was made under the auspices of the Society to demonstrate the possible speed and practicability of motor car transportation across the Continent. The car was sealed and checked up by the Automobile Club of America.

This is the most remarkable and fastest journey ever made across the United States in a motor car. The average rate of speed was almost equal to that of fast trans-continental trains. The car was a Marmon 34 touring car, of regular production.

This is final proof of the soundness of the advanced principles which make up this remarkable car, a few of which are:

A scientifically constructed car of 136-inch wheel base, 1100 pounds lighter than cars of equal size and power. A perfectly balanced car—easily handled—with low center of gravity and a minimum of unsprung weight eliminating body sway at high speeds.

The cross cantilever rear spring construction which protects the car from road shocks and insures exceptional riding comfort.

The Marmon system of chassis self-lubrication, which eliminates all but four grease cups on the entire car.

The powerful, rapid accelerating, six-cylinder, overhead valve motor, and many other distinctive advanced features.

TWO VITAL FACTORS
 in making this record were Lynite Aluminum monoblock motor casting and Lynite Aluminum pistons.
LYNITE ALUMINIUM

No Change for 1917

There will be no change in the Marmon 34 for 1917 except possibly minor refinements such as are likely to be made at any time during a season's production.

We would like to tell you more about this remarkable run and the car that made it. A demonstration will show you why such a record was possible. May we suggest that you make an appointment today?

MARMON NEW YORK CO., Inc.,
 42 West 62d Street, Near Broadway, New York City.

To Close Out Monday—Balance of Stock
Women's Street and Sports Shoes 2.50
 A collection of 700 pairs, including Sports Shoes, Sports Oxfords, Street Oxfords, Pumps and High Shoes in odd groups and broken sizes.

BONWIT TELLER & CO.
The Specially Shop of Originations
 FIFTH AVENUE AT 38TH STREET

Women's Serge Frocks—Robes Tailleur
 25.00 to 95.00



Distinctive interpretations of fall modes in Cuirass, belted and loose-line types accentuated by crewel, metallic and bead embroideries, smocked and braided effects, Watteau and Cheruit plaits, fringed and scalloped edges. In serge, and combinations of serge and charmeuse, serge and Georgette.

EXCLUSIVE FALL MODES—Women's Costume Hats
 Tam, Cloche, Canotier, Champignon and Napoleon types expressed in satin antique, French felt, hatter's plush, taffeta and velvet.

"JEUNE FILLE" MODES—Serge & Charmeuse Frocks
 18.50 to 75.00

Surplice, Victorian basque and waist-line types with plaited, tunic or soft shirred skirts designed in crewel, silk and bead embroideries. Sizes 14 to 18.

Final Reduction Sale—Monday
Women's Sports & Tailleur Suits formerly to 95.00 **15.00**
Women's Stockinette Coats formerly to 49.50 **28.00**
Women's Street Coats of Gabardine, Alpaca, Taffeta and Satin formerly to 75.00 **25.00**
Women's Evening Coats formerly to 79.50 **25.00 45.00**
Misses' Sports Suits.....formerly to 39.75.....**15.00**
Misses' Tub Frocks.....formerly to 18.75...**3.95 6.75**
Misses' Dressy Frocks...formerly to 39.75...**10.00 15.00**
"Flapper" Tub Frocks...formerly to 12.75...**2.85 3.95**
 Reg. U. S. Pat.
Taffeta & Jersey Silk Petticoats formerly 4.00.....**2.95**

Final Reductions—Sports and Separate Skirts
 Awning Stripe Skirts.....**1.95** Wool Skirts in checks and stripes.....**7.50**
 Cretonne Skirts.....**2.95** Viyella Flannel Skirts...**7.90 8.95**
 Linen Skirts.....**4.50** Taffeta Skirts.....**5.00 8.50**

Special Sale Monday—French Hand-Made Lingerie
 Of fine French batiste, hand embroidered, trimmed with fine Valenciennes laces and insertions.
 Gowns.....formerly 4.95....**2.95** Combinations.....formerly 4.95...**2.95**
 Chemises.....formerly 2.50....**1.75** Drawers.....formerly 2.50...**1.75**
 500 French Hand-made Envelope Chemises.....to close out at.....**1.50**

Clearance Sale—Bathing Suits and Frocks
 formerly to 8.95.....formerly to 19.75
2.95.....**7.95**
 Bathing Caps formerly to 3.95 to close out at .95 **1.50 1.95**