

GOMPERS THREATENS BARRING OF GERMANS

Teuton Trade Union Delegates Relax Somewhat From Unrepentant Attitude

FORM NEW INTERNATIONALE

By the Associated Press
Amsterdam, July 30.—The work of the International Trades Union congress yesterday was hindered by a protracted discussion in committee regarding the German declaration of the stand of German trades unionists during the war.

The Germans generally maintained an unrepentant attitude until Samuel Gompers, president of the American Federation of Labor, told them plainly that if it were continued it would be impossible for workers of other countries to retain relations with them in the future. The German delegates thereupon somewhat relaxed.

The committee on its return reported as follows: That the statement of Herr Sassenbach (German Socialist) incorporated in full; that the regrets expressed therein be registered; that the German delegation confirm frankly and openly the spirit of Sassenbach's declaration; that if the avowal be frank, open and satisfactory, the conference will proceed to the order of the day; that if unsatisfactory, freedom of action be reserved.

Against all expectations, the congress adopted the report without debate, after Sassenbach in a few words confirmed the German declaration. Sassenbach, who was a member of the committee, refrained from voting. The other members included W. A. Appleton, of England; Samuel Gompers, of America; and Leon Jouhaux, of France.

The congress then proceeded to form a new internationale. The position of the various nations in the voting places the British and Americans in an unfair situation. They represent together more than 8,000,000 workers among the 17,000,000 represented at the Congress, but have only nine votes of the total of twenty-seven which may be cast on motions.

The main points of the resolution presented by M. Sassenbach follow:

The German trades unions always recognized that Germany acted wrongly in Belgium, and always condemned atrocities committed; German occupation of Belgium and the deportation of Belgians was not done with the consent of the German workers; the attitude of the German workers at the outbreak and during the war was dictated by the position of Germany; it was their conviction that Germany was fighting a defensive war.

The German workers always had been opponents of war and armaments and never gave assent to the government's Imperialism.

The German workers recognize that the workers of other countries cannot appreciate or understand the several actions of the German workers during the war, but these actions were forced on them by the severe struggle waged by the German nation.

UNION ELECTION IN COURT

Miners' Defeated Candidate Asks Probe in Scranton District

Scranton, Pa., July 30.—(By A. P.)—Equity proceedings were started in court here yesterday by the defeated candidate for offices in District No. 1 of the Miners' Union to have the officers who have been declared elected prevented from assuming their duties until the charges of fraud in the recent election are proved.

Enoch Williams, of Taylor, candidate for president on the anti-administration slate, is leader in the court proceedings.

TO SELL ARMY MATERIAL IN FRANCE



C. WILLING HARE
Chairman of the American stocks liquidation commission, who arrived in Paris to dispose of the surplus stock of war material held in France. Mr. Hare was formerly manager of the new business department of the U. G. I. He is a resident of Radnor, Pa.

FRENCH DEAL NEAR CLOSE

Hare Discusses Purchase of American Goods With Paris Officials
Paris, July 30.—C. W. Hare, chairman of the American stocks liquidation commission, arrived in Paris yesterday morning from Brest, and immediately went into conference with Louis Morel, under secretary of state for the liquidation of stocks, and other French experts in this line. A discussion lasting several hours, dealing with the question of purchase by the French government of American army supplies in Europe, followed.

TO SAVE BARNEGAT LIGHT

Engineers Advise Construction of Concrete Sea Wall

Barneget, N. J., July 30.—Engineers preparing a report as to the possibility of the government saving the Barneget lighthouse from the encroachment of the ocean, which threatens to wash it away, have reported the historic structure can be saved by making a change in the proposed bulkheads and jetties. Instead of two jetties, as was proposed as a temporary preventive, there will be built a sea wall of concrete, and from this will extend three jetties of stone arranged like spokes in a wheel. It is the belief that by this arrangement the sea will wash up sand instead of washing it away. The beach at this point will thus be extended out through the turning of the current by the jetties.

CARRY MAIL TUBE FLIGHT TO HOUSE

The executive committee of the Chamber of Commerce will send a committee to Washington on August 5 to appear before the House committee on post-offices and post roads and protest against the "wanton destruction of property" that would result from taking out the pneumatic tubes from under the streets of Philadelphia. The pneumatic tube service was discontinued by Postmaster Hurleson several months ago.

KAISER WAS FIRM TO HOLD BELGIUM

Ludendorff Places Responsibility for 1917 Decision Upon Former Ruler

REVELATIONS AT BERLIN

By the Associated Press
Berlin, July 30.—Responsibility for the crown council's decision in 1917 that Belgian territory must be held was placed upon the former German commander by General Ludendorff in a communication published today by the Deutsche Tages Zeitung.

General Ludendorff's letter said that great headquarters merely sketched the military situation and stated what measures they believed necessary to protect Germany's west frontier in an economic way. The former leader, General Ludendorff said, decided the question and his decision was binding upon military headquarters.

Premier Bauer and Dr. Hermann Mueller, foreign minister, were condemned by General Ludendorff for their statements in the German National Assembly at Weimar on Monday criticizing the crown council's actions and making public reports of Field Marshal von Hindenburg and General Ludendorff, advising the retention and military occupation of the Liege district. General Ludendorff inquired where Doctor Mueller obtained the military information concerning great headquarters.

An outline of what military authorities were said to have considered the

necessary "economic unity" with Belgium also was published today by the National Zeitung.

This outline, according to the newspaper, contemplated the extension of the German customs system to Belgium, the levying of imperial taxes on monopolies there, obligating Belgium to accept German control of Belgium taxation, trade representation and the division of the income tax. It suggested also an agreement for the equality of citizens of Germany and Belgium, and various regulations regarding shipping, legal and industrial questions.

German shipping, according to the published economic outline, would be given rights in the harbor of Antwerp; Belgium would adopt the German monetary system; all damage claims against Germany would be annulled; Germany would take over the Belgian railroads, and the German workmen's protection insurance law would be introduced in Belgium.

MOTHER SLAYS 7 CHILDREN

Burns Them and Herself to Death

Rather Than Be Separated
Nelsonville, O., July 30.—Several hours before the authorities were to remove them to the Athens County Home yesterday, seven children, from six weeks to ten years old, were found with their mother, Mrs. Tony Stravasser, burned to death, or asphyxiated, in their home at Kimberly, a small mining town near this place. The children were tied to their beds and coal oil had been sprinkled over the room.

It is supposed that worry over the separation caused the mother to destroy herself and the children.

DRILL ENGINE SLIPS, MAN KILLED

Bordentown, N. J., July 30.—Bert Jarrett, a son of Mr. and Mrs. Bartley Jarrett, of Bordentown, and employed as a fireman on the Trenton division of the Pennsylvania Railroad, was killed last night by slipping from a drill engine at Trenton. He was unmarried and nineteen years old.

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FRENCH MAY AWAIT U. S. ACTION ON PACT

Chamber of Deputies Shows Disposition to Mark Time on German Treaty

"TIGER" BEARDS CRITICS

By the Associated Press
Paris, July 30.—A disposition to delay final action on ratification of the German peace treaty, until the United States Senate acts on the Franco-American military treaty, was indicated today by those in touch with the situation in the Chamber of Deputies' peace treaty committee.

Former Premier Rene Viviani, chairman of the committee, expressed the opinion that examination of the treaty would be completed in time for it to be discussed in the Chamber about August 11. Debate on it, it was said, probably would continue for three weeks in the Chamber and the Senate, so that a vote might be taken by the end of August unless, as suggested, action should be delayed pending the United States

Senate's action on the Franco-American treaty.

Premier Clemenceau, accompanied by Captain Andre Tardieu, attended yesterday's meeting of the committee of the Chamber of Deputies which is considering the peace treaty and brought written replies to questions formulated by the committee regarding the left bank of the Rhine.

Captain Tardieu read the replies, after which there was a long discussion, M. Clemenceau amplifying the replies. He recalled that the government had presented a memorandum to the Peace Conference, setting forth at length the reasons why France should hold the Rhine bridgeheads. The document, presented February 27, was discussed until the middle of March. At that date, the French Government, in agreement with the Allies, combined various military systems which fully assured the safety of France and which, taken one with the other, were equivalent to occupation of the bridgeheads. These measures were accepted by the Peace Conference and incorporated in the treaty. In addition to them came later treaties with England and the United States, guaranteeing immediate and unlimited military aid.

The premier and Captain Tardieu.

answering various objections raised regarding the rapidity of possible German concentration and the distance of the military help of the Allies, pointed out that it was impossible to admit that an army, reduced to 100,000 men, could, even in the face of the universal indifference of the world in general and France in particular, be raised to several million men, armed and equipped, ready for war. The hearing of M. Clemenceau lasted three hours.

U. S. AUTOS ALARM GERMANS

Alleged Smuggling Along Rhine Probed in Press

Berlin, July 30.—The Deutsche Zeitung says the Americans in the occupied territory are attempting to sell their own and the remainder of the army's huge stock of automobiles by smuggling them into Germany through the occupied territory to avoid the German law against the importation of manufactured products.

The newspaper says if the Americans succeed in selling a quantity it will ruin the German automobile industry, although in the same paragraph it belittles the quality of American cars and warns Germans that they are liable to prosecution if they buy them.

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Flexible construction, the absence of rigid cross members in the frame, full-elliptic springs and perfect balance of weight keep the wheels to the road.

The Holmes swings along in boulevard comfort at from 30 to 35 miles an hour over roads where most cars cannot be driven at speeds to exceed 15 to 20 miles an hour.

The flexible front end construction, made possible by the elimination of the rigid construction necessary when a radiator is carried, accommodates the wheels to the road. The car is not bounced into the air by road shocks.

The full elliptic springs with a wide easy throw assimilate the blows from the road.

In swinging corners the wheels stay on the ground with a firm tractive grip.

And yet with all this flexibility, the Holmes is unusually steady to drive. Without the slight feelings of fatigue greater mileage can be covered in a day than with any other touring car.

A gasoline consumption of 18-20 miles to the gallon, in the air-cooled motor with aeroplane type valves, eighteen valves all in the head, a tire service of 10,000 miles to the set, are proof that high operating cost is no longer necessary in a large, luxurious touring car and that the price of economy is no longer restricted carrying capacity and cramped discomfort.

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