

CONTRABAND LIST MADE BY ENGLAND

Great Britain Cables Proclamation to United States Officials.

USUAL FORM FOLLOWED

"Absolute" Articles Include Ammunition and All Distinctly Military Supplies—"Conditional" List Covers Wide Range.

WASHINGTON, Aug. 6.—Great Britain's contraband of war proclamation was cabled to the State Department today by Ambassador Page.

It placed arms, ammunition and all distinctly military supplies on the list of "absolute" contraband and designated food, grain, money, horses and general supplies as "conditional" contraband.

Everything under the latter head becomes subject to seizure when intended for the use of a power with which Great Britain is at war.

The proclamation follows the usual lines and those issued by other powers involved in war probably will be virtually identical.

Absolute List Compiled.

It names the following as absolute contraband:

1. Arms of all kinds, including arms for sporting purposes and their distinctive component parts.
2. Projectiles, charges and cartridges of all kinds and their distinctive component parts.
3. Powder and explosives, especially prepared for use in war.
4. Gun mountings, limber boxes, limbers, military wagons and their distinctive component parts.
5. Clothing and equipment of a distinctly military character.
6. All kinds of harness of a distinctly military character.
7. Saddle, pack and draft animals suitable for use in war.
8. Articles of camp equipment and the distinctive component parts.
9. Armor plates.
10. Warships, including boats and their distinctive component parts of such a nature that they can only be used on a vessel of war.
11. Aeroplanes, airships, balloons and air craft of all kinds and their component parts, together with accessories and articles recognizable for use in connection with balloons and air craft.
12. Implements and apparatus designed exclusively for the manufacture of munitions of war, for the manufacture or repairs of arms for use on land and sea.

Conditional List Made Up.

The following will be treated as conditional contraband of war:

1. Foodstuffs.
2. Forage and grain suitable for feeding animals.
3. Clothing fabrics for clothing and boots and shoes suitable for use in war.
4. Gold and silver in coin or bullion and paper money.
5. Vehicles of all kinds available for use in war and their component parts.
6. Vessels, craft and boats of all kinds, floating docks, parts of docks and their component parts.
7. Railway material, both fixed and rolling stock and materials for telegraphs, wireless telegraphs and telephones.
8. Fuel and lubricants.
9. Powder and explosives not specially prepared for use in war.
10. Barbed wire and implements for fixing and cutting the same.
11. Horseshoes and shoeing materials.
12. Harness and saddlery.
13. Field glasses, telescopes, chronometers and all kinds of nautical instruments.

ENGLAND BANK RATE IS CUT

Return to 6 Per Cent Basis Indicates Finance Recovery.

LONDON, Aug. 6.—The Bank of England today reduced the discount rate to 6 per cent.

The reduction of the bank rate today is regarded here as an official intimation that the financial situation in the British Isles is now under control.

Business circles are making ready for the reopening of the banks tomorrow, when paper currency in small denominations is to be put in circulation.

The statement by the Bank of England is to be issued on Saturday instead of today.

Chancellor of the Exchequer Lloyd George announced today in the House of Commons that the government had decided to proclaim a general moratorium for a month on account of the war, suspending all salaries, government payments and national insurance transactions are not to come within the scope of the moratorium.

ASTORIA IS BRITISH REFUGE

Report of German Cruisers Followed by Order to Stay in Port.

ASTORIA, Or., Aug. 6.—(Special.)—The tying up of British vessels in the Columbia River on account of the war was started today when Captain Shaw, of the British steamer Strathalbyn, received orders from the owners to keep the ship here until further instructions. The Strathalbyn has a cargo of lumber for Melbourne and was to go via the Sound.

The German cruisers Leipzig and Nürnberg are said to be cruising along this Coast and that is considered the probable reason the steamer will not attempt to make the Sound. The British ship Howth, lumber laden for the United Kingdom, has also received orders to remain in Astoria. British Vice-Consul Cherry received instructions today to hold all British vessels here and has requested the pilots not to take any craft flying the British flag at sea.

COLLIER MAY TRY CANAL

Jupiter Probably to Be First American Craft Through Ditch.

WASHINGTON, Aug. 6.—The new electrically driven collier Jupiter probably will be the first American naval vessel to pass through the Panama Canal.

She was ordered to day from San Francisco to Puget Sound for cargo for the Norfolk Navy Yard.

Millerand Back in Army.

PARIS, Aug. 6.—Alexander Millerand, ex-French Minister of War, volunteered today to serve as a Lieutenant, the rank he formerly held in the French army.

MAP SHOWING DISTRIBUTION OF ARMIES AND NAVIES IN GREAT EUROPEAN CLASH AS INDICATED BY LATE DISPATCHES



LIEGE STILL CENTER

Reports of German Losses Are Thought to Be "Colored."

FRENCH ARMY ON BORDER

While Heavy Naval Engagement Is Reported in North Sea, Belief Is That Actual Strength Will Not Be Measured Yet.

Military activity centered for the most part about Liege, in Belgium, yesterday. The German army of invasion advanced on the Belgian chain of forts in front of Liege after having been repulsed in a number of preceding attacks by covering troops or advance elements. Heavy fighting continued throughout the day, with the advantage seeming to rest upon the Germans, who brought up sufficient force to come over the Belgian fortifications.

The German reverses of the day before were inflicted upon infantry, cavalry and light artillery, but the Germans had heavier guns in action yesterday and reduced two of the Belgian forts, thus probably effecting an opening which can be broadened until the Belgians are unable to sustain further defensive tactics. The Belgians then will be restricted to harassing or rear-guard actions for the purpose of delaying the Germans, so far as possible, in their advance on France through Belgian territory.

Sublety Thought Probable.

Late reports indicated that the German assault through Belgium was a serious movement and that heavy reinforcements were being rushed forward. At the same time the Germans may be playing the subtle game of diverting attention to Belgium while effecting a heavy concentration farther south on the French frontier or through Switzerland into France. Thus, should the northern advance be checked, another point of entrance into France would be provided. However, the northern route is preferable if the campaign in that direction can be sustained successfully, for the Germans will have a direct line of communication behind them on their march into Paris, which may be their main objective.

The French distribution is not yet indicated fully, although it is known that several French army corps, with the full complement of cavalry and artillery, has concentrated along the Belgian frontier while a larger number of corps are scattered along the French-German frontier in support of the almost impregnable chain of French forts. It is indicated that French columns are speeding to the support of the delaying movements against the advancing Germans.

Russo-German Clashes Trivial.

On the German Eastern frontier clashes with Russian patrols and advance elements are reported but no serious battle is shown. Invasions of Germany by Russians and of Russia by Germans have occurred, one German detachment getting to a point in front

of Warsaw, which, however, is heavily enough fortified to withstand the severest attack.

A battle of importance is not looked for in this direction until the slow Russian concentration has progressed farther. Then the opposition, it is probable, will be offered largely by Austrian field armies, which have been hurried northward from the vicinity of Serbia. The Serbians, for their part, have put on a rigid censorship and it is thought, in the absence of serious Austrian resistance, the Serbians are marching on Bosnia.

Naval Engagement Mystery.

In the meantime the naval situation is surrounded with more or less mystery. A heavy engagement is reported in the North Sea, between English and German squadrons. The firing is described as heavy and the action sharp and hotly contested. It is not thought probable that this is the main contest of strength between German and English naval forces, but rather one with German squadrons, which have ventured through the canal from Kiel into the North Sea. The half company of signal troops, but reported at Kiel and possibly is still in that vicinity.

In the Baltic Sea German sea craft hold mastery. A German cruiser was

STRENGTH OF GERMAN ARMY CORPS INVADING BELGIUM.

The German army corps, three of which are reported in the Belgium advance, comprises 36,000 fighting troops. This is at war strength. The composition of this force is 35 battalions of infantry, eight squadrons of cavalry and 24 batteries of artillery. This imparts a fighting strength of 25,750 rifles, 1,200 lances and 141 field guns.

The incidental troops include one company of pioneers, a detachment of balloon troops, a company of radio troops, a company of telephone troops, a cavalry telegraph detachment and sometimes a battalion of heavy field howitzers, four batteries of four guns each, or 16 guns. The total force is 41,000 men, 14,000 horses and 2400 vehicles, including guns. In the ammunition and supply train are 5000 men and an equal number of horses, with 1200 vehicles. The corps is commanded by a full General.

In action yesterday as far north as the Gulf of Finland, defeating a Russian naval force of unknown strength, but probably a single cruiser or two. The French fleet is concentrated in the Mediterranean, supported by an English squadron. The only German naval force there consists of a few cruisers and smaller craft, which can offer little resistance. The Germans succeeded in cruising up to Algiers and delivering a hot fire at that point, where French native troops are mobilizing. The Austrian fleet is in the Adriatic, from last reports, and probably will not care to venture forth to measure strength with the more formidable French and English naval forces.

BRITISH STEAMER ASHORE

Craster Hall, Two Holds Flooded, Is Aground in Magellan.

LONDON, Aug. 6.—The British steamer Craster Hall, which sailed from New York June 26 for Valparaiso, is aground in the straits of Magellan. Two of its holds are flooded.

BOY SCOUTS FIGURE

Belgium Lads Already Show Prowess in War.

OTHERS TO HARVEST CROP

500,000 Trained Youths in Europe Will Be Valuable Aides as Orderlies and Messengers—Service Would Be as Individuals.

NEW YORK, Aug. 6.—Dispatches from abroad mentioning activity on the part of the Boy Scouts in connection with military operations in the European conflict have led to the belief here that the Scouts will play an important role in the general war, although their activities will be incidental rather than a part of the campaign. Already dispatches have told of the capture by Boy Scouts of spies in Belgium, their guarding of British bridges and the plans of Scouts to assist in harvesting crops.

There are approximately 500,000 Boy Scouts in Europe, divided as follows: Great Britain, 200,000; Germany, 50,000; France, 80,000; Austria-Hungary, 15,000; Russia, Poland, 8,000; Serbia, 4,000; Scandinavia, 30,000; scattered, 35,000.

England was the pioneer in the movement. Shortly after Sir Baden-Powell established it there, Holland and Scandinavia took it up. Belgium, Italy and Poland followed, then Germany and France. More recently Russia, Turkey and the Balkan states have encouraged the movement.

Essentially an organization working for peace, there is nothing in its teaching that would discourage the taking up of arms in self-defense. Ludwig S. Dale, an authority on the movement and a friend of Sir Baden-Powell, said today in the connection:

"It should be remembered that, though we are against war, we are not, therefore, against self-defense. It follows that every patriotic scout, should necessity arise, will respond to his country's call for such aid as he might be able to render."

By their training in signal work and drill Mr. Dale thought older members of the Boy Scouts would be of great value to military officers as attendants, orderlies and messengers. Whatever part they might play in such roles, however, would be in their individual capacities and not as Boy Scouts, but simply as young men well trained for the duties required of them.

DEAL FOR LINERS DENIED

United States Not to Use Pacific Mail Craft, Says Official.

of the steamships Manchuria, Mongolia, Korea, Siberia and China of the Pacific Mail fleet to trans-Atlantic service, to be operated under Government protection to take care of cotton and other exports to Europe and to bring back Americans now stranded there.

LINERS GO TO HALIFAX

(Continued From First Page.)

sharply, believed the steamer was turning turtle.

Full Speed Ahead Ordered.

Under the highest pressure of her turbine engines, with all ports blanketed and not a light showing, she sped over the 140 miles that lay between her and safety from German cruisers. Behind her came the Essex, whose searchlights could be seen flashing all night across the horizon as she scanned the waters for the enemy.

The Mauretania's passengers were not officially informed of what had occurred. They had received no intimation of the declaration of war.

The Mauretania sailed from Liverpool at 4:55 P. M. August 1, amid the utmost excitement. Many would-be passengers were left behind on the piers. From the moment the big liner left British shores the officers were on the alert, and Halifax was held in mind as an alternative port in case of emergency.

The Mauretania's daily runs from noon to noon of each day were: To noon Sunday, 535 miles; Monday, 610 miles; Tuesday, 592; Wednesday, 558; and then the 515 miles to Halifax, a total of 2852 miles.

Time Lost in Fog.

This distance was lengthened by the steamer having first taken the New York route and having to change her course due north when warned by the Essex. The actual time to Halifax could have been reduced six hours had a direct route been taken. Six hours more were lost in fog and dodging steamers and cruisers, thereby bringing down to three days and 20 hours the time in which the fleet Commander could have covered the distance from Liverpool to Halifax. Had she continued to New York under forced speed she would not have reached there until after midnight Thursday.

Under pressure the Mauretania made a speed of 27½ knots during the early hours of this morning. Her average speed was 25.05 knots. When the purpose of the change of course was learned there was excitement among the passengers. In the first cabin were 500 travelers, many of them prominent in the business, professional and church life of this Continent.

Gunfire Is Reported.

The sensational report went the rounds of the ship that late last night a flash of light was seen over the stern of the cruiser, followed by the report of a gun. It was believed by many that some warship had fired on the liner. None of the officers could substantiate this report as they were on the bridge, but several of them believed it to be true.

New York and Ottawa had to be advised of the ship's arrival and instructions were sought at both the company and Canadian government offices before arrangements could be made for the disposition of passengers. Boats were continually passing back and forth between the shore and the ship bearing official messages, letters and telegrams for the passengers.

Neither the officers of the ship nor the officers of the company would say what would be done with the Mauretania, but it was believed by the former she would be taken to New York under escort and thence to Liverpool, where

Lipman Wolfe & Co
Merchandise of Merit Only



Girls' New Wash Dresses
At Only \$3.49
Sell Regularly at \$6 and \$6.50
of Crepe and Voile

—This is close to their cost price, but the maker had the crepes and voiles left over, and we have had the demand for just such dresses.

—It is pleasant to find anything so delightfully new and crisp as these frocks.

—They are of plain colored crepes in pink, white, cadet, and of voile, in black and white dots, blue dots, or daintily figured pink and pastel-colored designs, relieved at the throat with cool white rolling collars and vests of white organdie, and with cuffs to match.

—The skirts show the latest long tunic or tier styles, having belts of silk or self material.

—This sale of dresses is unsurpassed in quality of materials and in styles. It is one of the most important offerings we have made this season for junior girls, in sizes from 14 to 18 years.

—Models illustrated were sketched from dresses on sale.

Fourth Floor

FINAL DISPOSAL OF
All Our Linen Suits

Selling to \$30.00

and

Our Regular \$25.00 to \$40.00

Cloth and Silk Suits

At \$10.00

In All the Newest Modes

—Third Floor



A Large Special Purchase From One Maker
Makes Possible This Sale of \$2
Summer Blouses at \$1.18

—Not a "job," but carefully selected styles, complete sizes.

—These blouses are the essence of simplicity, being made in very dainty and refined styles, three of which are illustrated.

—Of all-over embroidered and striped voile, of striped crepe, and a mercerized crepe in white, showing colored stripes in pink, black, lavender, green and blue.

—Dainty vest effects and collars of white organdie or of pique, and collars trimmed with lace edgings.

—Third Floor

she would be converted into a transport cruiser for service within the lines. The waterfront was crowded tonight as the stately Cedric steamed up the harbor, followed by the dark gray Essex stripped for battle. There were repeatedly cheers from the crowd as the Cedric dropped anchor and the Essex proceeded to the dockyard to take on coal. The Cedric's decks were thronged with passengers, all happy at having reached port safely. It was 2:44 P. M. Halifax time, when the Cedric dropped anchor. She had been out six days, 10 hours and 52 minutes.

British Liner Escorted.

HALIFAX, N. S., Aug. 6.—The British cruiser Essex escorted the White Star Line steamer Cedric into the harbor here late today. Warship and liner anchored in the inner harbor alongside the Cunarder Mauretania.

DR. VAN BRAKLE HONORED

Oregon City Man Made Trustee of American Osteopathic Body.

PHILADELPHIA, Pa., Aug. 6.—(Special.)—Dr. J. A. Van Brakle, of Oregon City, was elected trustee of the American Osteopathic Association today over A. T. Still, of the Research Institute, of Chicago.

Dr. Robert W. Winner, of Seattle, was elected vice-president.

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