

KITCHENER VISITS THE BRITISH BATTLE LINE IN NORTHERN FRANCE

War Minister Hurries From Place to Place, Seeing Just What Suits His Fancy.

YPRES IS ON ITINERARY

Also School Where Privates Are Turned Into Commissioned Officers to Fill Vacancies.

By Frederick Palmer.

British Headquarters, France, July 31.—(L. N. S.)—An otherwise dull week at the British front has been relieved by the visit of Field Marshal Kitchener, who is the more interesting because it is the first time he has been in the area held by the British troops. His previous trips to France have been for conferences at General Joffre's headquarters.

Probably not one out of a hundred soldiers saw him, including the men in the reserve or those resting from the trenches. They were drawn up in front of their quarters in the French villages as his automobile sped past. The army went on with its work and he saw it at work and chose what he wished to see.

Other distinguished visitors who had programs laid out for them but he laid out his own, which was a revelation of energy and precision in the amount of ground covered. The only ceremonial affair was a parade of Indian cavalry which he briefly reviewed. As there is no speed limit on the main roads in the military zone, he was not long in going from point to point. When he left the car to go on foot the officers conducting him found that it took a good pedestrian to keep up.

Shows Interest in Trenches. It was a surprise for the headquarters town where the staff officers are located to see that figure which anyone can so readily recognize proceeding along the streets in characteristic vigorous fashion in a course of calls on officers whose offices are open all night. The prime minister did not accompany him on his inspections the second day.

Kitchener showed particular interest in the trenches, fortifications and all the conditions actually appertaining to the real fighting. It was a ticklish moment for his side and the officers in command of that section when he went to Ypres, which is still daily subjected to intermittent shelling. It is certain if the Germans had known of his presence they would have given more than a salute of 17 guns, to which the secretary for war is entitled. Doubtless they would have started a "shell game" as the British call a German bombardment of cities from all their batteries in range.

The field marshal picked his way through the former trenches and in the wreckage, saw a 17 inch shell hole in the plaza, the remains of the Cloth hall and other sights, an impressive example of the destructive power of modern high explosive shell fire. His conductors kept thinking what if a high explosive should come and get the prime minister of that section when he was in command at the same time. But unusual as it was in Ypres, not a single shell fell while Kitchener was there.

Seen Army in Action. It happened while Kitchener was visiting a heavy battery a characteristic of trench warfare developed, and the only part of the line that has seen any action this week. At Pihen, north of Ypres, the Germans command two small hills which gave them a punishing advantage over the British trenches on their front. The British determined to try to rectify their line and after the usual artillery preparation they charged and by a free use of bombs, took 250 yards of German trenches, 80 prisoners and two machine guns. The battery which Kitchener was visiting was called upon to assist in the work of repulsing the counter attack to recover lost ground, which failed.

The war minister saw no more of the conflict that anyone not engaged can see in a wooded flat country. From his viewpoint the battery screened the sight of the enemy. The sunners themselves could not see the enemy.

The visitor gave considerable attention to two schools which show how self-contained the expanding forces are as a world in itself. At the machine gun school he met officers and men drawn from the regiments at the

RECORD OF LOSSES IN FIRST YEAR OF WAR.

(By International News Service.)

ONLY approximately accurate tables of the killed, wounded and missing in the first year of the war are possible, because France, Russia and Austria-Hungary do not give out their figures, while Germany has changed her policy recently to one of secrecy. Great Britain still tells her losses from month to month.

The following estimates are believed to give a fairly correct idea of the casualties:

THE TEUTONIC ALLIES	
Germany	2,300,000
Austria-Hungary	1,900,000
Turkey	230,000
Total	4,430,000

THE ENTENTE ALLIES

France	1,700,000
Russia (includes prisoners 1,750,000)	3,500,000
Great Britain	480,000
Belgium	260,000
Serbia	240,000
Japan	1,240
Italy (No reports of losses)	75,000
Portugal (fighting in colonies)	
Montenegro	30,000
San Marino	
Total	6,286,240

(Note)—From these figures must be deducted the wounded who recover and return to the front. This factor cannot be estimated, but Kitchener said in a recent speech that it is very large. The table does not include naval losses.)

Development of the Aeroplane for War Purposes Strong Feature of First Year

Zeppelins Have Been Found to Be Too Cumbersome and Too Costly—the Light, Inexpensive Biplane Is the Thing.

(By the International News Service.)

The astounding development of the aeroplane both for scouting purposes and as an offensive weapon is one of the most striking features of the first year of the great war.

Larger aeroplanes are coming into use. Great Britain is following the Russian Sikorsky idea in constructing

giant machines capable of carrying 20 men, while Germany is said to be about to bring forth a triple decked machine armed with four machine guns and a revolving cannon.

The great, costly Zeppelin dirigibles, while proving of some utility, have been thrown into the shade by the cheap, quickly built biplane. The latter has proved superior to the monoplane, because steeper, and the military air pilot cannot choose his breeze. The French brought out a new weapon in sheaves of short steel arrows which, dropped from the height of half a mile, would easily pierce a man from head to foot. The Germans imitated these arrows in a few weeks, marking on them, "Invented in France, but made in Germany."

On June 15, 23 allied aeroplanes dropped 130 bombs on Karlsruhe, capital of Baden, killing 11 persons and wounding many others. This was not the first Zeppelin raid that had resulted in the killing of civilians. In the siege of Antwerp at the beginning of October a giant gas bag had spread terror and destruction by passing over the city in the night, dropping enormous high explosive bombs which rent buildings to bits and killed many persons. Zeppelins also attacked Paris several times and other French cities suffered. In the general opinion of critics, however, the military effect of the Zeppelin raids was nil.

Zeppelins Held English Coast. The first Zeppelin raid on England took place January 19. Six dirigibles attacked nine different towns, killing five persons and doing their principal damage to the city of Yarmouth.

Some of the most daring feats of the war have been performed by airmen. When the Germans began to bombard Dunkirk with a great gun staff front being trained in handling weapons which have come to play such an important role. At the cadet school, where the problem of filling gaps caused by officers' casualties is being solved on the spot, he met privates out of the trenches who have shown such aptitude that they receive but a short, exacting course of instruction before they are sent back to the trenches with commissions.

GERMAN DRIVE ON PARIS HALTED BY THE ALLIED ARMIES (Continued From Page One)

Olse quickly extended—northeast to the city of Paris. The general situation has remained unchanged, gains of a few miles for one side at

tioned 23 miles away, a French airman went out to locate it. Flying low, he proceeded 12 miles behind the German lines. A storm of shrapnel carried away part of his machine and gave the aviator himself a horrible wound. He noted, however, the great gun hidden in a deep ditch covered with concrete.

Despite the hurts of his machine and himself he managed to reach the allied lines, where he made his report and a few minutes later he dropped dead, saying "I am satisfied." The big gun was soon put out of commission.

Lieut. Warneford Wrecks Zeppelin. The first aviator to bring down a Zeppelin was Lieutenant Warneford, a white British Indian. Happening upon a hostile dirigible while scouting in Belgium, he dropped a bomb on it by skillful maneuvering. The explosion which followed caused his aeroplane to turn over twice in the air but he regained control before landing. The wrecked Zeppelin fell on a convent. Warneford managed to start his engine again and get to the British lines, but a few days later he was killed with an American correspondent while trying some fancy flying.

Italy's campaign against Austria opened with air raids on both sides. Rome reported that the enemy aeroplanes at Pola were almost entirely destroyed by bombs dropped from an Italian dirigible, and a Russian aviator dropped explosives aimed at points of military importance in Venice, several persons being injured.

Aviator Escapes Ties-Two. When the German fortified port of Tientsin in China was about to fall, a German aviator rose above the Japanese and flew a great distance into the interior of China. He reached the coast, managed to embark in disguise, and passing through the United States, is believed to have entered Germany in safety.

The biggest aeroplane raids of the war took place July 13, when 35 French aeroplanes dropped 171 bombs on Vigneulle railway station, and on July 20, when 38 flying machines bombed Conflans-en-Jarvis.

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one point offset by minor gains for the enemy in other sections. At the beginning of August Germany left small covering forces to hold back the Russians, thinking to crush France before the enemy on the eastern front could mobilize and strike.

The Kaiser therefore took possession of Luxembourg and demanded passage through Belgium to the Franco-Belgian frontier, where the projected French border forts had never been completed.

Liège Is Attacked. Permission to pass denied, Von Eiden attacked Liège August 4, while other German armies passed around the city and swept over the last Belgian roads at a terrific rate. The little Belgian army yielded Brussels and fell back to Antwerp and Ghent.

Not until the Germans had almost reached the French border did the first important engagement take place. This is generally known as the battle of Mons-Charleroi (August 20-23), but

British Blunder at Neuve Chapelle. The British also reported "victories" at Neuve Chapelle and Hill No. 60 in Flanders. Whether these should be accounted successes for the allies is doubtful. The British suffered enormous losses and the German line was bungled affairs to the extent of shelling their own men who had taken German trenches. In other cases they left salient little parties lodged in enemy's trenches without supports to be annihilated.

The next development was the unexpected use of poisonous gas fumes by German troops at the battle of Ypres. With this novel weapon they succeeded in taking several small villages and more than compensating for the British gains made by the losses of the French, Canadians and British were severe, but they succeeded in stemming the German onslaught effectively a few miles back from their former position.

The German line made a salient at Soissons though not such a pronounced one as at St. Mihiel. The French now began a series of attacks on the upper side of this salient, to the north of Arras. Expending hundreds of thousands of shells, they time and again blasted away the barbed wire entanglements and concrete trenches, held by Crown Prince Rupprecht of Bavaria's men and then charged across the desolate ground for slight gains.

German Drive Is Checked. The fighting centered about the sugar refinery of Soissons and the great German drive in the labyrinth. Fighting went on in cellars and tunnels below the earth and the casualties were heavy. The French bent the German line and captured the labyrinth, but whether the gains justified their sacrifice in human life is questionable.

In July Crown Prince Frederick William's army attacked the Argonne forest west of Verdun and succeeded in gaining several hundred yards of shattered woodland and capturing several thousand prisoners.

There were rumors that the Germans were reinforcing for another great drive toward Paris or Paris but the Teuton campaign in the west continued to wait upon the crushing of the much weaker enemy in Poland.

at the same time there was severe fighting along the whole line through Thionville in Lorraine and along the Vosges into upper Alsace, which the French had invaded with temporary success.

This battle resulted in defeat for the French and English. Alsace was given up at the extreme right wing of the line at the end of the line the English expeditionary force and the French armies, greatly outnumbered, were forced to retreat rapidly to avoid envelopment and annihilation. In the center the French had taken the offensive, but unsuccessfully.

While obtaining some success in counter attacks the advancing German army at Peronne and at Guise, the French were obliged to fall back rapidly to the line of the River Marne. Having determined to make a stand here, General Joffre issued his famous order (September 5), "The time has now come to die where you are rather than retreat further."

German Warplanes Attack French Forces. On the left the French had withdrawn to below Paris and the westernmost German army, under Von Kluck, had followed, gravely underestimating the forces which the French had left in and around the capital.

The garrison of Paris was put in thousands of motor cars and hurried to Von Kluck's flank. The latter was not taken entirely unawares and met the attack strongly, but at the same time the army of General Foch attacked the German army on Von Kluck's left and drove it back to avoid envelopment and annihilation. In the center the French had taken the offensive, but unsuccessfully.

The Germans had begun the battle with five armies in line. The withdrawal of the two farthest west now caused the retreat of the third, fourth and fifth armies and was the first finding its flank exposed by the withdrawal of the troops on its right. At the same time the movement on the east end of the German line was accelerated and troops were sent from the French fortified zone of Verdun.

The German retreat was as orderly as that of the French and English had been. The invaders took an admirable defensive position, which must have been several weeks preparing. It ran just north of the Aisne river, on the left bank, and was a line of concrete, Châlons and through the wooded, rough regions of the Argonne and the Woëvre, joining hands here with the troops which had been in the line since.

Thence Into Flanders. Both combatants now tried to turn the west flank. Enormous bodies of cavalry were thrown into Artois and Flanders. On the part of the French the Germans were being attacked in Antwerp. The mighty siege guns of the Germans made short work of the Belgian fort, and it fell on October 8. The remainder of the Belgian army retreated along the seacoast and the Germans in a final rush reached Ostend October 16.

The German advance was now extended to the sea, the Germans holding the important French city of Lille, while the allies kept Ypres in Belgium. The German line of the Yser river, held the position of the Yser river and canal.

From October 16 to November 10 was fought the desperate first battle of Ypres, when the Germans suffered enormous losses in attempts to break through the line in Flanders and reach the English Channel. The fighting was back the allies only a little and the invasion of Belgium by the Cossacks finally induced them to desert and seek safety in the east.

The Germans in September had performed the feat of pushing a salient into the French line south of Verdun, which threatened the base of the Meuse river at St. Mihiel; while the French had taken the offensive with some success in Champagne at about the same time.

Siege Warfare Follows. For the most part throughout the winter the fighting consisted of regular siege warfare, with heavy artillery combats and mine and counter mine. The flooding of the German front from winter snows gave the Germans a chance to entrap the French troops on the north side of that river in the vicinity of Soissons for a considerable distance and kill or capture most of them, January 14.

With the spring the French and English attempted to take the offensive at several points. Always prepared the way with tens or hundreds of thousands of shells, they tried joint after joint of the German armor.

In the Vosges the dominating height of Hartmannswillerkopf was taken and retaken several times in sanguinary charges and finally remained in the hands of the French.

The salient of St. Mihiel was also subjected to tremendous French pressure on both "legs." The French succeeded in taking the salient, but the Germans, despite the apparent weakness of the sharp wedge they had driven into the French line, could not be dislodged and later succeeded in regaining some of the territory they had lost.

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COST OF THE WAR'S FIRST YEAR.

(By International News Service.)

THE first year of the war has cost the belligerent governments about \$16,500,000,000 in direct expenditures for military purposes. Experts agree fairly well on these figures. The Berlin Vorwaerts finds the total \$16,676,130,000; the French economist, Edmond Thery, \$17,400,000,000, and the statistician William Michaelis of Berlin \$16,240,000,000.

This is the expense of putting about 9,000,000 men into the field for the central powers, and about 13,000,000 for the allies.

It does not include, however, the far greater amount lost through the destruction of towns and villages, the ravaging of the countryside, the wrecking of bridges and railroads and the wholesale sinking of ships, and the economic loss through the diminution in productive industry, the killing of the strongest men in the community, and the creation of a class of cripples and madmen.

The war is now costing about \$45,000,000 a day, \$2,000,000 an hour, and \$30,000 a minute. The cost is mounting steadily.

War's Tragedy Seen in London Hospital Impersonalization of Strife Very Evident

By Arnold Bennett.

London, July 31.—When I paid a visit to the chief military hospital in London, an establishment which is the administrative head of 38 London hospitals, with accommodations for 3000 wounded, the exceedingly benevolent colonel in charge took me first to the X-ray room, which clearly for him was the heart of the organism.

My imagined perspective of a hospital was at once rather violently altered. The opaque blinds of the laboratory were drawn down, producing black darkness, and my hand was X-rayed as a matter of form; but the interest began with the exhibition of numbers of large photographic negatives of heads, shoulders, wrists and other parts of the human body.

In each of these small, faint blur showed the situation of a projectile which had entered the body, and the wounded man, part of whose frame was the subject of the photograph, had been transported to the base hospital in motor and train, across the Channel in steamer, to London in one of the grandiose trains of the war office, and to the hospital in motor;

and his tragedy had suddenly become a speck on a glass plate, or, rather, a speck on a glass plate. For on every suitable wound two photographs are taken. And the surgeon was professionally less occupied with the man than with the two tell-tale plates, which he would hold up in the air in order to peer at them. On a table was a measuring apparatus, with imagined perspective of a hospital was at once rather violently altered.

"As we take two photographs at different angles," said the colonel, "it is obvious that the wound must be at the point where the two strings cross each other, and the distance of that point from the surface is automatically shown on this little rule, so that the surgeon operating knows exactly where he is."

And we gazed almost passionately at the point where the two strings met, which had neither length nor breadth, which had naught but a geometrical existence—and it was the tragedy of some man lying upstairs! The organization of the German army and the organization of the British army met and cancelled each other out in that intersection of two bits of yellow string—the total impersonalization of war.

In the Black sea, and the Turkish vessels were forced to retire within the Bosphorus. On December 16 German cruisers raided the British coast while the defending vessels were napping and bombarding the towns of Hartlepool, Whitby and Scarborough, in Yorkshire. They killed more than 100 civilians wounded several times that number, and finally escaped in safety.

On January 24 a German fleet attempted to repeat this feat, but this time Vice Admiral Beatty met them with a large force. The Germans tried to retire, and the battle cruiser Bluecher, a little slower than the rest, fell out of line and was gunned by British and French fleets battered the forts at the mouth of the Dardanelles with great apparent determination, and it was jubilantly believed in London that the strait was about to be forced. This has not been accomplished, however.

Some losses the British navy at the Dardanelles were the most severe they have sustained in the whole course of the war. No less than six battleships are included in the list, while the French lost a seventh. On March 18 the British battleships

Irretrievable and Ocean and the French battleship Bouvet were sunk. Whether they succumbed to shell fire or the forts, to mines or torpedoes is a matter of dispute.

These three vessels totaled 40,155 tons and if the displacements of the French Gaulois and the British Inflexible, which were forced to seek their destruction, are added, the aggregate of 68,665 tons is reached.

When the allied fleets returned to the Dardanelles in May they again encountered severe losses. These included the British battleships Gollath, Triumph, Majestic and Agamemnon. An attempt was made by the British admiralty to suppress news of the last named loss.

The Triumph and the Majestic and perhaps other vessels are supposed to have been torpedoed by the submarine U-61, which traveled from Germany through the straits of Gibraltar and took the allied fleet by surprise. Later the U-61 passed through the straits to the Black Sea, where she was destroyed by the Russians.

The British were successful here with submarines, too, sending several under successive rows of mines right into the sea of Marmora, where many merchant ships and other craft were destroyed. The Turkish battleship Messudich was also sunk by a submarine.

Career of Emden. Before they were all driven from the sea, the fast German cruiser took a heavy toll from the enemy merchant shipping. The most successful of the sea raiders was the cruiser Emden, which destroyed or captured \$11,000,000 worth of ships and cargoes.

For many weeks British, Australian and Japanese warships searched for the Emden. The Australian cruiser Sydney caught her at the Cocos Islands, in the Indian ocean, and battered her to pieces after a brave resistance.

On August 26 the British cruiser Highflyer found the auxiliary cruiser Kaiser Wilhelm der Grosse, formerly a famous Atlantic liner, in the Spanish harbor of Rio del Oro, and sank her after a brave but hopeless resistance. On the same day the Germans also lost the cruiser Magdeburgh in the Gulf of Finland.

On October 15 the German cruiser Aeolus was sunk by the Japanese off Honolulu. The Navarra, an armed German merchantman, was sunk off the river Plata by the British auxiliary cruiser Novotzky 11.

The Cap Trafalgar, rigged up as a cruiser with guns from the little gunboat Eber, sank many merchant ships before she succumbed to the British Sydney cruiser Carmanis off Rio de Janeiro.

A Series of Losses at Sea. The first British naval loss of importance in the war was the sinking of the British cruiser Amphion by a mine August 6.

August 28 an engagement took place off Heligoland. The British sank two German cruisers and two torpedo boats. That same day an Austrian destroyer was sunk by the British off Corfu and a German destroyer was sunk by the British cruiser Wellaand. The British cruiser Pathfinder was sunk by a mine September 19.

Captain Weddigen in the German submarine U-9 sank the British cruiser Cressy, Aboukir and Hogue in the North Sea on September 22.

On October 19 Captain Weddigen scored again with the U-9 by sinking the British cruiser Hawke. He lost his life later when a new submarine intended to him was sunk by the British. The Germans asserted the boat had been rammed by a supposed

merchantman flying the Swedish flag. On October 17 a British squadron caught four German torpedo boats destroyed off the Dutch coast.

On October 27 the British super-dreadnought Audacious was sunk, probably by a submarine, off the north coast of Ireland. This loss has never been admitted by the British admiralty, although a full report with good photographs reached the United States by mail several weeks after the disaster, supposedly by a submarine.

On November 26 the British battleship Bulwark was blown up in the Thames, supposedly by a submarine explosion. On January 1 the British battleship Formidable was torpedoed and sunk in the English channel.

On October 19 the Japanese cruiser Takachino was sunk by a German submarine in Kiao-Chau bay.

German Announces Naval War Zone. On February 18 the order of the German admiralty creating a "war zone" about the British Isles went into effect. Since then the lives of about 1500 non-combatants have been lost in the destruction of allied and neutral merchant ships. Most of these died in the destruction of the British liner Lusitania.

The number of commercial vessels sunk is difficult to ascertain. The German admiralty gave out a list of 42 vessels sunk in the month of June, but this is not believed to be the total is probably between 300 and 400.

Italy has fared rather badly on the sea. The destroyer Turbine was sunk May 24; the submarine Medusa was destroyed by an Austrian undersea boat June 17; an Austrian submarine sank the armored cruiser Agnaffi, July 8; and the cruiser Giuseppe Garibaldi was sunk by a submarine. The Austrians lost several minor craft.

The loss of the German battleship Pommern, claimed by the British, is denied by Berlin.

War Calendar of Events of Week One Year Ago

August 1—Germany declares war on Russia—French cabinet orders mobilization.

August 2—German forces enter Luxembourg—Germany demands a passage through Belgium.

August 4—England sends ultimatum demanding observance of Belgian neutrality—Germany rejects ultimatum—German troops attack Liege.

August 5—England announces state of war with Germany.

August 7—French invade southern Alsace.

August 8—British troops land in France and Belgium—Montenegro declares war on Austria—Portugal announces herself ally of England.

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CHURCHILL SEIZES PEN

London, July 31.—Winston Churchill is at work on a book concerning his experiences as first lord of the admiralty. His former works, on Kitchenier's campaign against the Dervishes and on the Spanish American War, made him many enemies and his new book is awaited with great interest here.

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