

GREAT BRITAIN RULES THE SEA AND THE AIR IS THE DAY'S REPORT

WHETHER GERMAN FLEET HIDES OR GIVES BATTLE, GREAT BRITAIN COMMANDS

New York Herald's Correspondent Sees No Danger from German Fleet to British Navy or British Commerce—Orders for Mobilization of Old Battleships Indicate the Kaiser Was Unready—French in Wild Charge Shovelled Germans Out of Trenches With Bayonets—Reverses, if Any, Will Not Affect Morale of Allies—Italy Under Pressure.

(Special Cable to New York Herald from Resident Correspondent in London). London, Aug. 11.—As it is now demonstrated that Great Britain commands the sea and has uninterrupted communication, it matters little whether the German fleet comes out to fight or remains in the seclusion which the Baltic grants.

The North Sea still remains a sealed book. My previous prediction that the Kaiser is unwilling to give battle with his fleet is being amply borne out. There are reports from the Baltic of feverish haste in mobilizing that portion of the German navy represented by old type battle ships. This is surprising because it shows the Kaiser's naval preparations are belated, evidently on account of his previous hope that Britain would remain neutral.

All the English naval experts continue wedded to the idea advanced months ago by a German naval expert that in the case of war the Kaiser would not risk his navy in a general naval engagement, but would seek to weaken Great Britain by mines and torpedo attacks at night.

THE FRENCH ENTER ALSACE.

After forty-four years the French are in Alsace. They have advanced more than twenty miles from the frontier at Belfort and have driven the Germans out of Altkirch and Muelhausen.

The battle was superb. The officers literally were unable to hold back the impetuous troops, who advanced in a wild charge, shovelling the Germans out of the trenches at the point of the bayonet.

The Germans fled before the French and were pursued by dragons toward Wulheim, Tagolsheim and Illfurth.

The officers and men behaved with wonderful bravery. A colonel and seven dragon officers were wounded in the pursuit.

After a few hours of rest the whole brigade started at dawn for Muelhausen, which was reached in the evening. The retreating Germans had abandoned the forts and trenches.

The dragons again pursued the German rear guard and the German forces retired to Neu Brisch, a fortified town guarding the great bridge over the Rhine.

The moral effect of victory will be as great as it is strategic. It has given to France all her long harbored dreams of entering Alsace again and avenging the war of 1870.

A graphic sentence in the official report gives a notion of the French spirit, "La Mordant de nos troupes a été prodigieuse."

Paris is weeping with joy. Many of the residents remember the dolorous days when the provinces were annexed. Meanwhile the city is waiting for a list of the casualties, which it is feared will be heavy, though not one Frenchman would hesitate to die for the sake of giving Alsace back to France.

MUELHAUSEN IMPORTANT CENTRE.

Like so many of the towns which lie on the borders of the more important nations of Europe, Muelhausen, around which the severe battle between the French invading army and the German forces in Alsace took place, has been a pawn in the hands of her stronger neighbors. Although an independent republic for eleven centuries, the affairs of that country and of Germany, lying in a bend of the River Ill, well situated for manufacturing purposes, in times of peace Muelhausen is an important textile centre. From her position on the Rhine-Rhone Canal, and connected with several large cities by railroad, it is easy to find a market for her products. She has a population of about 100,000 and most of these are employed in the mills.

The possession of this stronghold will give France an important position to resist a German advance at this point.

Locomotives are manufactured in large number at Muelhausen and the possession of these factories and their equipment is of importance. As far back as 1825 an industrial society was founded for the purpose of encouraging men, engaged in local manufacture, to experiment. Through the growth of this research activity the city has become an important centre in scientific work and its scientific society is classed second only to the French Institute.

Most of the old buildings of the town have been destroyed. During the Franco-Prussian war, several battles were fought in the city and a large part of the town was destroyed. Because of its climate and its proximity to Switzerland, the new part of the town contains many beautiful villas and summer estates of wealthy families.

Kolmar, also spelled Colmar, is a city with a population of 30,000.

REVERSES WILL NOT SHAKE MORALE.

I desire to impress Herald readers with the fact that thus far we have only had news of the French and Belgian successes. It would seem extremely probable that the Germans will have successes too. No one imagines the Kaiser is confining his military operations against France to an attempt to pierce Belgium.

The allies are prepared for news of reverses, but when that news comes it will not shake the morale of the allies.

Not a single nation involved is underestimating the strength of the enemy. With grave concern news from Italy is awaited. Threats of war by Germany and Austria have not yet moved Italy from her former position, and but for the most elaborate pressure, there is little doubt Italy would have carried out her intention two days ago of casting her lot with the allies.

ROME SCENE OF BIG DIPLOMATIC CONFLICT.

Rome at the present moment is the scene of the most dramatic diplomatic conflict known in a decade. A warlike spirit pervades the entire nation against both the Teutonic Kaiser, especially against the house of Hapsburg.

I chanced to observe late last night, Signor Tittoni, formerly Italian foreign minister, and at present Italian ambassador to France, enter the Italian embassy here. On inquiry I learned that most fortunate circumstances took Signor Tittoni far beyond the zone of diplomacy for the last two weeks, a fortunate circumstance at least for the allies.

He took the North German Lloyd steamship *Prinz Friedrich Wilhelm* at Boulogne for a vacation trip to Spitzbergen. The declaration of war was learned by wireless when the steamship started to return. When the ship was at the southern point of Norway an English warship hove in sight and the captain immediately started at full speed for Bergen. He reached that port safely, landed his passengers and the next day the steamship was dismantled.

The ambassador was able to get a ship for Newcastle, although he was greatly distressed at being unable to enter Germany. The ambassador left Newcastle by the noon train on Saturday, arriving in London at night, when he called at the Italian embassy.

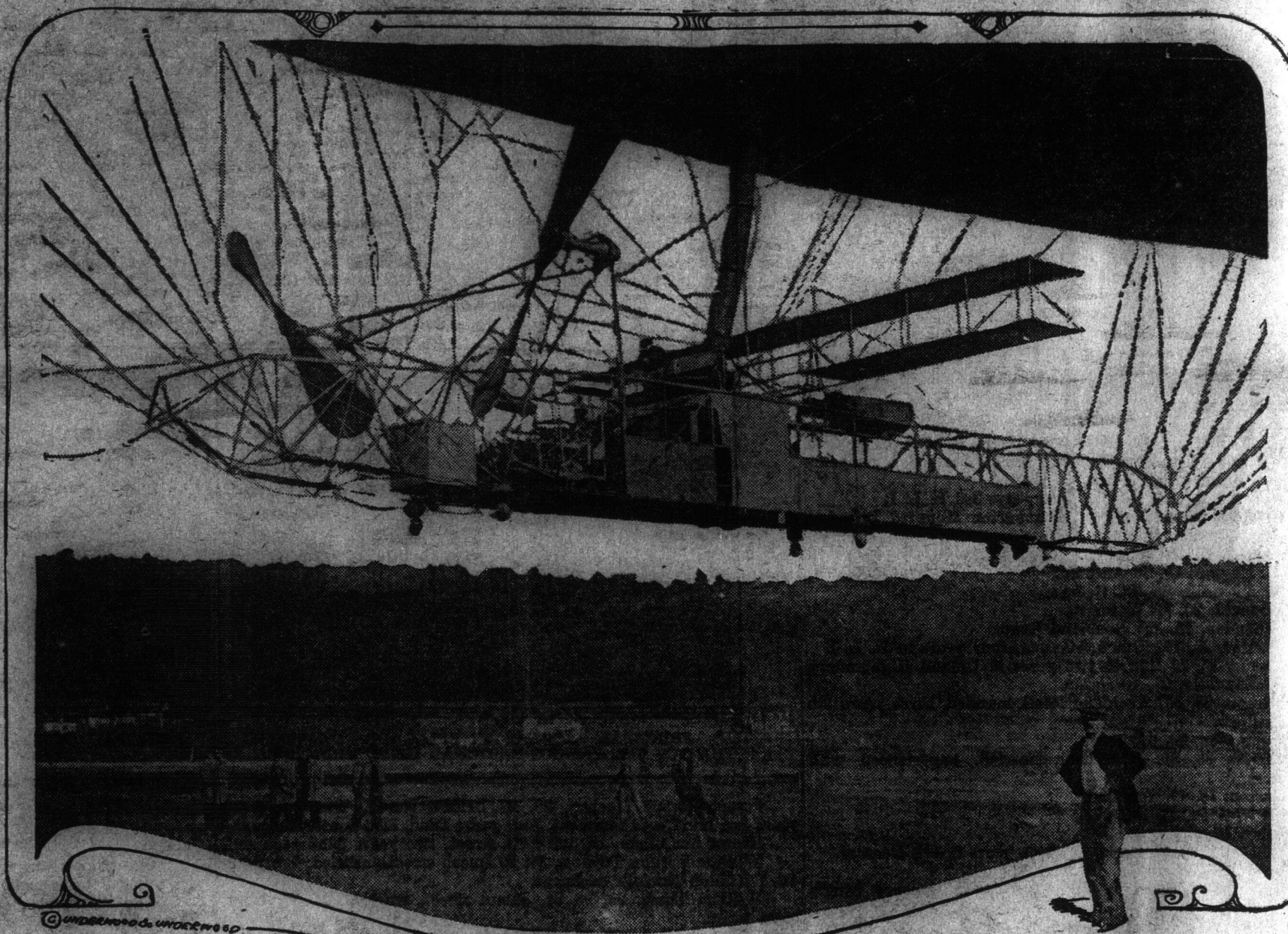
Signor Tittoni probably will return to France today, but it is believed his influence has ended at the French capital.

Other diplomatists in London inform me that according to their information there is not the slightest doubt that Italy will very soon be in the allies' camp.

As in a measure verifying the news I have already sent you, I subjoin the following special despatch printed in the Times from Bern:

"I have just returned from Italy. The whole of Lombardy is enthusiastic in support of France. Everywhere are heard cries of 'Vive la France!' I have good authority to say that Germany recently made several appeals to the Italian government to come to her aid without success. Had the Italian government yielded to the German appeal, there would, I am assured, have been a revolution."

ENGLISH, NATURAL SAILORS, WILL MAKE BEST FIGHTING AIRMEN, IS OPINION OF THIS EXPERT



ONE OF THE DEADLY RUSSIAN DIRIGIBLES, SHOWING THE CAR WHICH IS FILLED WITH BOMBS WHEN THE AERONAUT STARTS ON HIS RAID.

London, Aug. 11.—A despatch to the Standard from St. Petersburg says that a small German airship of the Parseval type was riddled with shot and brought to the ground near Zentochowa, Russia, on Friday. Its occupants, four German officers, were killed.

Probably no man is better informed concerning the relative strength and weakness of the aerial navies of the big European powers than George E. A. Hallett, who at present is engineer and assistant of Lieut. John Cyril Porte, R. N., and one-half the crew of the transatlantic flyer *America*, which is designed ultimately to fly across the ocean for which it is named.

Before being appointed to his present position Mr. Hallett spent more than a year in Europe, first as instructor in the Imperial Russian flying school at Sebastopol, later as student and aeronautical observer in France, England and Germany. Recently, in an interview at the Aero Club of America, Mr. Hallett gave his views of the Continental air fleets.

Curiously enough, and somewhat contrary to the opinion of other experts, already printed, Mr. Hallett is of the

opinion that in quality at least, and in fighting efficiency, England is the European leader in the air.

"The English may not have as many dirigibles and aeroplanes as the Continental countries," said Mr. Hallett, "but when it comes to the equipment in perfect condition, and skill in handling it, Britain is my choice in an air fight."

"Of course I had more chance to study the Russians than any of the others. The Russians take to flying as naturally as any people I have ever seen. Once let them get in the air and they are daring, ingenious and resourceful. They have done some things, both with flying boats and their corps of monoplanes, that compare well with the aerial achievements of anybody in the world."

"Where the Russians fall down, however, and fall down woefully, is in the mechanical end of the game, the upkeep and the care of their machines. They are splendid in the air, as I said, but a good deal of the work of flying has to be done on the ground, and done well before you can get into the air."

"The trouble is that the Russian is no mechanic. He hates mechanical work, and he does it only as a duty. I tried for about a week to teach

care of his machines. I have seen over and over again a maverick go up with a machine equipped with a fine new motor. About ten minutes later the engine would begin to miss. Down he would come, and he would say, 'Would he take that engine apart and try to find out what was the matter? He would not. He would just yank that engine bodily out of the machine and put in an entirely new one, with which he would make a fresh start. It didn't matter if five minutes' work would have made that engine good as new. Once it skipped in one cylinder he was done with it.'

"The natural results of that policy are shown in the fact that at one time, at Sebastopol, the Russians had 120 aeroplanes in the sheds—and just 30 of the lot fit for duty."

"The German goes to the opposite extreme. I was in and around the shops at Johannisthal continually. They are splendid. They have wonderful mechanics, and they are well driven. Discipline is wonderful and they turn out fine work."

"But in the air the German is not an impressive proposition. He tries to learn to fly by a set of book rules, and he doesn't always meet with success."

"I tried for about a week to teach

a German flyer to operate a system of controls. It's a simple enough system—at least we think so over here—but that German, who had learned to fly with one system of controls and only one, just couldn't get it through his head."

"Your typical German flyer, if you tell him that with a certain machine, its elevator set at a certain angle, he can get off the ground and climb—why, he will go out, set his planes at that angle, and let her go. If the air conditions don't happen to be just so, and he comes tumbling tail-first, why, he followed the rules, and it wasn't his fault if she didn't fly."

"The Germans don't seem to recognize that there is any such thing as airmanship. They haven't the instinct of flying. A real flying-man flies as much by instinct and the feel of the air as by what his instructor told him. More than half the time he does the right thing unconsciously because he feels a change in the air currents coming. But the German cannot seem to develop that feeling. Give him an inherently stable aeroplane, a sort of old air wagon, and a reliable motor and he'll get up in the air and fly till the cows come home. But he isn't an air sailor."

"That is just the difference, I think,

between the German and the Englishman. I can't help thinking it is because the Englishman is a sailorman, by birth, accustomed to feel the weather and the wind by instinct, that he takes naturally to the air, while the German doesn't—perhaps it's a case of lack of imagination on the German part. But whatever it is it is the most important factor in an airman's equipment, and the Germans I have seen haven't possessed it."

"As for the French everybody knows, their mechanical skill, their daring and their enthusiasm. They have gone in to the air like a flock of ducks, and their machines, mechanically, are splendid. They make daring and resourceful flyers too, though perhaps a little too fond of the purely spectacular to suit me."

"For all that, however, when it comes to real fighting, I think the English aviation corps is first. They haven't such great flocks of machines as the Continental powers, but their aeroplanes are kept turned up to the highest pitch of efficiency, and every one of them is manned by trained airmen who know how to get the results out of their machines. And I think in a pinch the best 'air-sailors' will prove the best airmen."

RIGID CENSORSHIP OF WAR DESPATCHES

News Matter from Belgium Delayed 24 to 48 Hours—No Direct Communication Between United States and Germany Except Via London—Wireless Service Also Out of Commission.

New York, Aug. 11.—Advices to the Associated Press from London state that an increasingly rigid censorship is being imposed on all matter from Brussels. This increases the delay on such despatches as are allowed to come through.

The French Cable Company, which, except those with terminals in the British Isles, is the only direct line to Europe now in operation, has given notice that the congestion on its lines is such that all messages are subject to a minimum delay of forty-eight hours.

In an effort to avoid this delay, direct despatches of the Associated Press from Paris are being routed through London, but the delay there is also very great.

Despatches which left Paris early yesterday are being received with a delay of from fifteen to seventeen or more hours, and other Paris despatches have

suffered even greater delay in transmission.

There is absolutely no direct communication with Germany or Austria by any routing. A few censored despatches are coming through via London, and these are re-censored for transmission out of England. The Associated Press has been making every effort to communicate with Germany through the wireless companies operated from New York. On Sunday a message was sent to the Berlin Bureau of the Associated Press, and the wireless company said that it had been received in Germany, but since then only fragmentary signals have been exchanged over that system.

Inability to secure wireless communication with Germany since the cutting of the direct German cable, at the outbreak of the war, and the increasing rigor of the London censorship, still further obscures what has actually transpired within the military zone.

MORE THAN HALF MILLION OF BRITISH TROOPS NOW UNDER ARMS NOT COUNTING THE RESERVES

London, Aug. 11.—According to today's Times, Great Britain is now well on with her mobilization, and has between 500,000 and 600,000 men under arms, not counting the national reserves.

"We should, therefore, view the situation with comparative equanimity," says the Times, "and not be turned from any masculine resolve by the threat of assault by the Germans."

WHAT IS A MORATORIUM?

The word "moratorium," appearing repeatedly now in discussions of international credit, has a simpler meaning than its length might imply. It carries no meaning to the average layman he need not feel

chagrined. There are bankers and brokers, we venture to affirm, who have had their first lesson in the meaning of late. And this for a very simple reason. Only on extraordinary occasions do states resort to a "moratorium," that is, to an emergency legislative act or executive decree suspending ordinary provisions of law relative to payment of indebtedness. When a government, acting for the welfare of all its subjects and in obedience to the soundest advice it can get, decides to delay or rather to postpone the date when commercial obligations must be met according to customary rules of honor and of law, it does it in conformity with a higher law of conservation arising from the need of the hour, if the structure of credit is to be upheld. Once the exigency passes and courts, national and international, come to review proceedings taken under moratory laws, they usually are deemed valid. Arbitrary they may be, but having a constructive purpose and a general application to all debtors and creditors caring to take advantage of them, they serve their end in the realm of "high finance," using that expression in the best sense of that term.

Liege, says the New York Evening Post, "has already served in one important respect to destroy the value of 1870-71 for purposes of comparison. The principal reason for German success against the armies of Napoleon III has been found in complete mobilization before the delivery of a decisive stroke against an unready opponent. German mobilization, not yet completed in the eyes of all expert students, must now proceed under the double handicap of an actual change in the strategic situation and the moral effect of a sharp setback to the supposedly invincible armies of the Kaiser, whereas it is France that has now been granted a valuable respite for the marshalling of her forces."

OFFICIAL GOVERNMENT REPORT SAYS TERRIBLE CONDITIONS AT LIEGE

London, Aug. 11.—(12.33 p.m.)—The admiral and war office information bureau established by the British government started work this morning. Its first announcement was as follows:

"About two cavalry divisions are in the neighborhood of Tongres to the north of Liege. These German army corps are still opposite Liege and other German troops are reported to be entrenched along the line of the River Aisne."

A large German force is moving through the Dutchy of Luxembourg, and its advance troops are now at the Belgian frontier. "German cavalry patrols have been reported near Marche-en-Famenne and Arlon. Several individual soldiers belonging to German patrols have been captured both in France and Belgium. In all cases they were reported to be short of food for both men and horses, and to have made no resistance."

"The British consul-general at Shanghai, China, reports that no British vessels have been pursued or molested."

"A report from the Hague, Holland, states that public nervousness in that country has been allayed since the publication of Great Britain's attitude respecting the neutrality of the Netherlands."

"A report states that the principal Liege forts are still holding out, although some of the smaller forts have been captured by the Germans. The bombardment of the fortifications by the Germans is proceeding without interruption. On one occasion a fort was apparently silenced, but when German infantry men advanced to attack it a hail of bullets was poured into them so suddenly and effectively that they retired with heavy loss."

"The German attackers, who are constantly being reinforced, displayed great courage."

"It is said that 120,000 men of the German army are engaged in the attack on Liege. Refugees from that city describe the conditions as terrible. Many houses have been damaged or burned."

BELIEF THAT HOME RULE DEADLOCK WILL BE BROKEN.

London, Aug. 11.—According to general custom, the house of commons has adjourned on the eve of the twelfth, which is always associated with the opening of games shooting in England, but the adjournment is only for a fortnight. Phosphores that the home rule deadlock is broken are further supported by a statement of Prime Minister Asquith that in the interval the government may be able to make proposals which may meet with general acquiescence. This is taken to cover the home rule amending bill.

FORMER BOER NURSE VOLUNTEERS WITH BRITISH ARMY

London, Aug. 11.—Another splendid instance of how the war crisis is heating old wounds is afforded by the statement that Miss Van Dyke, government lecturer in domestic science for the Union of South Africa, and who is now in England, has volunteered her services to the army at the front.

Miss Van Dyke, who is the first Boer to volunteer, went through the Boer war as an enemy to Britain.

It is estimated that 20,000 longshoremen are idle in New York.

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