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Exhaustion Tells on German Effort

Decrease in Human Material and Products go Hand-in-Hand

LONDON, August 3.—(By A. S. Draper).—The third year of the war and the second month of the allied offensive on the west front opened with a lull along the Somme, following the bloody repulse, last night of seventeen separate German counter-attacks on positions won by the French and British last Sunday. But one of these drives was against the British line near Bazentin-Le-Petit, the others being hurled against the new French positions north of the Avre.

The day, however, showed signs of German restiveness under the steady progress of the French in re-capturing their lost positions near Verdun.

There was a heavy attack south and west of Thiaumont, in which the Germans returned to the charge thrown back time and again and a few even succeeded in reaching the French foremost trenches. Later a French counter attack cleaned them out and even succeeded in gaining a little ground, driving the shattered Germans from their advanced trenches with grenades. At the same time the German struck again on the Vaux-Chapitre-Chenois line and here, too, won a foothold in the French lines, only to lose it a little later. The German losses are described as terrific, while those of the French were light.

It is not believed here that these changes mean a plan to renew the Verdun attack but are intended both to feel out the French line to see whether it has been weakened to provide men for the Somme battlefield or else as a threat to divert other forces now there. The experts are convinced that Germany has not the power to begin any real offensive on either front.

The German official statement today tells of a minor success in the driving back of a force of British which had penetrated far into their lines near the Fournoux wood. Today's calm is interpreted here in the light of past events as one which is to precede a fresh lunge forward of the allied battering ram. The German boast that new positions behind the lines have been made as strong as those captured is not taken very seriously. The captured trenches were of cement and steel and many of them took months to build. That the Germans can duplicate them within two weeks or two months is regarded as impossible.

French officers—General Haig is silent on this subject—say that the arrangements in the rear of the attacking forces have reached a perfection never before seen. All kinds of supplies and ammunition have been gathered in quantities far greater than are likely to be needed and everything has been prepared for a new blow. The violence of the German assault is taken as a proof of the value they set on the position they have lost and as a disproof of their boast that there are others as good behind them.

Germany Knuckles Down to Holland

Will Not Submarine Dutch Ships With Foodstuffs to England

LONDON, Aug. 4.—The German government has given a pledge to hold and not destroy or molest Dutch ships, carrying foodstuffs to England, according to a Copenhagen despatch to the Express. This decision is the result of a visit to Berlin of Cornelius J. K. Van Aalst, president of the Overseas Trust, and another Dutch commissioner. The Express says Van Aalst presented an ultimatum to the authorities in Berlin to the effect:—

"Unless Germany agrees not to interfere with Dutch ships bound for England with food cargoes, Holland will close her eastern frontier. Otherwise the Entente may stop dealing in exports from America and the Dutch colonies."

The trip of the Dutch commissioner, was the result of representations by the Entente that Holland was selling large quantities of foodstuffs in Germany, while her food trade with England had almost ceased. Holland replied that trade with England was made dangerous by German submarines. Van Aalst, fearing reprisals by the Entente, then undertook the trip to Berlin and after a series of conferences, obtained Germany's acceptance of his demands.

The S.S. Eagle, with coal to Harvey & Co. arrived here at 1 p.m. today from Sydney.

Look at This Attraction at The NICKEL To-day!

CHARLIE CHAPLIN,

IN HIS GREAT TWO ACT COMEDY.

"IN THE BANK"

And LOTTIE PICKFORD in the third chapter of

"THE DIAMOND FROM THE SKY"

NOTE—The FLORIZEL'S excellent STRING ORCHESTRA will render the LATEST SELECTIONS on FRIDAY EVENING. Comink big features—FRANCIS X. BUSHMAN and BEVERLY BAYNE in George Bar McCutcheon's well-known play "GRAUSTARK" and EDITH STOREY and ANTONIO MORENO in Cyrus Townsend Brady's "THE ISLAND OF REGENERATION" in 6 acts by Vitagraph.

SEND THE CHILDREN TO THE BIG SATURDAY MATINEE.

ONE MAN WHO SAW WORLD WAR COMING

The Kansas City Star reprints from its issue of November 29, 1909, nearly seven years ago, a remarkable article by Charles P. Norcross, a noted journalist.

London, Nov. 29, 1909.—The stage is being set in the Old World for a great drama. Within every cabinet in Europe, behind closely guarded doors, around great tables, grave and thoughtful men are peering anxiously into a portentous future.

The tension is felt acutely in Downing street and the foreign office, and it is reflected in the brooding eyes of Pinchon, the great Foreign Minister of France. With phlegmatic calm, von Bethmann-Hollweg, the grim Chancellor of Germany's war lords, studies the statistics of the superb army, the impregnable fortresses, and the huge fighting craft that fly the flag of the Fatherland.

You do not see the situation openly discussed in the newspapers, and you rarely hear it discussed in public. It is a subject tabooed, yet it is in every man's mind. When the leaders of England meet in Downing street or behind the closed doors of the great houses, it is the subject that is discussed almost to the exclusion of everything else. Once in a while you find some statesman that hints at it—this terror that shadows all Europe. Perhaps, the best expression of the situation was that by Lord Rosebery, who recently referred to it as "the ominous hush" that broods over all Europe.

Germany and England, these are the great signatory powers to the decree of unrest. They face each other awaiting the inevitable, the final war for dominance. Europe is not big enough for them both. One must go. Germany has made its bid for dominance. England cannot acquiesce.

For a century England has dominated the sea. "Britannia rules the waves" is not the chant of a deluded nation. It is the daily consecration of a work that must be sustained. Germany has put out her hand for that rulership. Either England must submit supinely on flight—and unless all signs fail, England will fight. England is a free trade country. Its

vast colonies are open to the traders of the world. Germany is the biggest salesman to England and its colonies. Take a map of the world and look at the colonies of Germany. They are practically nil. Germany has a little strip of three hundred miles at sea-board. From that congested area ships freight with German merchandise go forth to all the golden colonies of England. This traffic finds a free port and practically no competition, for the English merchant and the English manufacturer are notoriously inferior in capacity and enterprise to their German cousins.

Again, take the map and study Germany's markets. America can compete with it. France has its restrictions. Italy is safeguarded. The only markets left to Germany are those of England and its colonies. Germany is an over-populated, over-producing country; Germany practically lives off England to-day. Close the markets of England and its colonies to Germany and Germany becomes bankrupt.

There you have a cause—not the only one, but a great one. Germany to-day seeks sea dominance. That England will not concede. Germany needs colonies for immigration and there are no colonies. Germany feeds at the expense of England's markets. Cut off these markets (as the English protectionists were aiming to do) and the whole situation becomes acute.

No colonies, no sea dominance, no markets, and Germany, from its very geographical and commercial topography becomes isolated and impoverished. Germany will not tolerate this. Germany will fight first. The pretext may not be the adoption of protection, the intervention against colonies, the contention of superior sea power, the pretext will be something else, but the real reasons will be these cited.

These countries are the Rome and Carthage of the modern day. Flanking them are the other nations who cannot avoid the war—and in casting lots each ruler and each cabinet will be governed, jockey like, by what can be carried off in the way of loot from the mighty conflict.

Will Become America's Gibraltar

On the basis of appraisals by the other first-class Powers of the world, \$25,000,000 for the Danish West Indies is a bargain. A glance at a map shows that they are cheap at any price.

With the purchase of these islands—St. Thomas, St. Croix and St. John—by the United States, this country will become the undisputed master of the East Atlantic, and will hold the commercial and naval key to what is conceded to be the most important strategic domain in the Western Hemisphere.

The combined area is little more than 120 square miles, their population about 35,000. St. Thomas is the reason. This island dominates the entrance to the Panama Canal. It controls what in time of war would be the most dangerous approach to the valuable American possessions in the West Indies and it controls the Caribbean Sea.

A hostile fleet at St. Thomas could intimidate the entire Atlantic coast of the United States. Its harbor Charlotte Amalie can accommodate the largest fleets in a land-locked haven.

American naval vessels would no longer have to use British coaling ports in the Atlantic.

Admiral Porter, in a report to President Lincoln in 1865, wrote:

"It is a central point from which any or all of the West Indian Islands can be assailed, while it is impervious to attack from landing parties and can be fortified to any extent. It is a second Gibraltar, and could not be attacked by a naval force."

Thus, from a naval standpoint, St. Thomas is a pivot upon which, in time of war, might well hang the fate of the United States.

Commercially, St. Thomas is the apex of the West Indies. It stands between the continent of Africa and the eastern shores of North and South America. On one side is the route to India and the Pacific, on the other to Western Europe. To the rear are Mexico, Central America, the Spanish Main, the West Indies.

It is the depot of the world's trade with South America and with the coasts of Africa. European vessels stop at St. Thomas on their way to the west coast of Africa and Australia.

Its ideal position as a coal and repair station have given St. Thomas a tonnage greater than Baltimore and Boston combined. Its importance in this connection has been a hundred fold enhanced by the opening of the Panama Canal.

The three islands now so near American ownership, have drifted for years on a political sea. France, England and Germany have each tried for them in turn, but each time the one country met the opposition of the others, and the warning of the United States that under the Monroe Doctrine this country could never permit the possession to be transferred to any country but this.

In late years Maurice Egan, the American Minister to Denmark, has occupied himself almost exclusively with negotiations for the purchase of the islands. These negotiations have constituted for him a special

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La Scie	A. E. Barnes
	W. Morgan

mission of sufficient importance to \$100,000, with no compensating military advantage such as would amply reimburse the United States for any outlay.

Congress once refused to ratify the purchase of the islands at the low price of \$4,000,000. To Denmark the islands have presented an annual deficit of about a woman seldom sees the cloven hoof of a man until after she gets a whiff of his "cloven" breath.