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We have in stock just a very few exquisite Evening Gowns, one or two actual Paris Models, others exact copies of Paris Gowns. As these are decidedly advance style they will be the correct mode for the Fall Season, and we are selling them off at greatly reduced prices to make room for our large Autumn Stock. Two particularly lovely Gowns are briefly described below.

¶ Gown of Sheer White Lace mounted on fine Brussels net lining. It has the new three tier skirt; Waist and Sleeves of Lace, in soft, graceful draping; Vest caught with tiny crystals; and wide crushed girdle of Pale Blue Satin

¶ Elegant Gown of Black Chiffon over soft White Lace, lined throughout with White Silk; handsome and effective trimming of rich Helio Velvet.

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Naval Supremacy Will Likely Be Settled By North Sea Battle

Supreme Struggle Must Take Place in These Narrow Waters, Because Here Great Britain and Germany Have Assembled the Great Bulk of Their Naval Forces—Will Be a Fight Before Which Trafalgar and T'su-Shima Will Pale Into Insignificance

FLEET ALMOST AS ESSENTIAL TO GERMANY AS IS BRITISH FLEET TO OUR MOTHERLAND

Without It An Enemy Could Practically Starve Out Many Of Her Seaport Cities—Her Fleet Can Escape a Decisive Battle if Necessary, by Retiring Through the Kiel Canal Into the Baltic Sea—Can Germany Invade Great Britain by Means of Her Big Air Fleet?

THE scene of the inevitable trial of strength will be the North Sea, for in those waters are concentrated the greater part of German and British sea power. The few straggling ships of each nation which are elsewhere throughout the world are hardly worth considering, save the British squadron in the Mediterranean, and in that sea France is already supreme.

It is the comparatively small arm of the ocean bounded by the British Isles, the Scandinavian, and the Low Countries, and a corner of the German empire, that holds to-day nearly two-thirds of the effective battle-ships of the world—all of them British or German. What ever naval encounters take place outside of this restricted area—to which as a part must be added the English Channel—will be inconsiderable.

There seems good ground, therefore, for the prediction that the world will be shocked very soon with the description of a conflict at sea which will make Trafalgar and T'su-Shima pigmy battles by comparison.

Depends on England

England intervening, the German navy, it is believed by most authorities, must come to an early trial. Either it will be victorious in a battle off the British Coast, and put England at the mercy of the German fleet or it will be crippled in such a way as to become a negligible factor for the rest of the war.

In any event, the control of the sea promises to be settled conclusively at a single throw. The war party of each nation has long been impatient for just such a test as is impending. In point of human interest and in its effect upon the history of the world, no single episode which may develop from the present European situation could rank with a death grapple of British and German navies.

Britain in War Trim

Fortunately for England, the great Spithead manoeuvres and review which had just been held, brought in to home waters practically every ship of the home fleets, when the first signs of war arose. A few days ago, most of the battle squadrons of these fleets put to sea with decks piled high with coal. Their whereabouts since that time has not been definitely known, but it is supposed that they are cruising about in readiness to deny an exit to the German fleet from the bottle-necked North Sea, and hem them up near the end of the Kiel Canal and off their naval base at Wilhelmshaven.

With the addition of the bulk of the Baltic Squadron to the German fleet, in the North Sea, the opposing forces of English and German battle-ships are about as follows: The British first fleet is composed of four squadrons of battleships, 27 in all, and four squadrons of cruisers, four ships to a squadron; British second fleet, two squadrons composed of 15 battleships and two four-ship squadrons of cruisers. The German fleet is composed of three squadrons of battleships, a reserve squadron and four battle cruisers which are equal to battleships. This strength summarized is—British battleships 42; German battleships 24; British cruisers 24; German cruisers 4. In addition each nationality has nearly a dozen light cruisers available.

Fleet Indispensable to Germany

For Germany, her fleet, while not so essential for her national existence, is almost indispensable to prevent the great German cities from being starved out, a danger which would confront them if English ships, unmolested, were able to blockade tightly all her ports. Germany's haste to abandon her Baltic naval base at Kiel, leaving there only an armored cruiser and two antiquated ships, is striking evidence of her desire "to get the jump" on England, by massing every available unit of her strength within striking distance. A careful survey of every ocean

shows how narrowly restricted will be the momentous sea battles of the present war. In Eastern waters there is not a first-class battleship save those belonging to Japan. Germany has assigned to that part of the world but two armored cruisers and three third-class cruisers, including the Leipzig now off the Canadian coast. France has but two armored cruisers there. With the Australian battleship Swiftsure, the only dreadnought under a European flag in the Far East, and the Australian battle cruiser Australia, Great Britain's squadron of two armored cruisers and six light cruisers will have an easy mastery. Backed by the assurance of Japan that she will look after her ally's interests in the Orient, British trade and British ships have little to fear in that quarter of the world.

Operations Restricted

Because of the restriction of operations, those who attempt to follow the naval movements of a European war which includes all the great Powers will have a small theatre upon which to confine their attention. At present there are no German squadrons in the Mediterranean, and the Italian fleet upon the declaration of neutrality from that member of the Triple Alliance, seems to have locked itself up in the harbor of Brindisi. The Austrian squadron of four battleships and a reserve squadron of battleships—Austria's policy includes no cruisers in her squadrons—would have to avoid the French and British fleets by sticking close to Adriatic home ports.

In the Baltic, where Russia has no more than four dreadnought battleships and an effective armored cruiser, a large engagement is hardly to be expected. Russia, however, with her torpedo craft, in which she is nearly as strong as Germany, and her submarines, in which she is stronger, ought to be able to successfully protect her Baltic coast.

The Danger Zone

Reasonably assured, therefore, that her trade routes and her merchant ships will be safe on the high seas, England can well afford to await the challenge of her might by Germany in the sea area south of a line connecting Norway and Scotland and the Straits of Dover. The smaller area to which German ships will be allowed to come only after every effort has been exhausted, is bounded on the north by line drawn from Harwich to Dunkirk. That must be defended by the English as the seagate to London. And it is hardly to be supposed that she will not be successful in this, because, in that narrow seaway, the French and British torpedo craft ought to be able to oppose an impregnable front. They would be backed up in this by such heavier vessels as England could afford to draw from the battleship squadrons.

Another Course Open

Another course lies open to Germany besides a precipitate trial by battle, and in view of the preponderant strength of the British fleet, she might have been expected to adopt it, as a defensive measure. By this means she might have her navy, but in doing so she would have to re-

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quish all claims to the command of the North Sea. This course would be to take shelter behind German forts. In that case, the work of the opposing British would be difficult in the extreme. On their side the Germans would then utilize their much-touted "air battleships," of which she has sixteen to England's one. With these she would endeavor to carry out the plans she is known to have made for the destruction of the British docks at Portsmouth, the principal English naval base.

What these armored monsters of the air are capable of doing has yet to be proved. That they are formidable over a narrow sea like that intervening between the English coast and the Continent is certain, particularly in view of the fact that guns for attacking aeroplanes and airships are very far from perfection.

Germany's Safety Base

A safe outlet for the German fleet is provided by the Kaiser Wilhelm Canal, the recently broadened channel from the North Sea to the Baltic at Kiel, one of the finest harbors and principal dock yards on the German coast. The value of such a canal to Germany will be immeasurable if her navy is forced to adopt defensive tactics. Once in the Baltic they are safe from British vengeance for the very narrow water-passage leading from the Baltic Sea into the Cattegat and thence into the Skager Rack and North Sea is impracticable for large warships.

Danzig, one of the other main naval bases and dockyards of the German navy, is like Kiel on the Baltic Sea, but both of them are accessible through the Kiel Canal, which emerges into the North Sea at Brunsbüttel. The third of the big German dockyards is at Wilhelmshaven, which is the naval base for the so-called German High Sea Fleet. It is a triumph of engineering, and well fortified, as is Kiel, which is protected by six separate forts. Cuxhaven, near the mouth of the Elbe, and Sonderburg, in the Baltic, are also German naval bases, but of nothing like so much importance.

Naval Air-Station

Should Germany retire to comparative safety in these fastnesses, and call upon her air fleet to ravage British shipping and seaports, she will find that efforts have already been made to anticipate and meet such attacks. Naval air-stations are being established at the following points on the British coast: Isle of Grain, Calshot, Felixstowe, Yarmouth, Cromarty, Firth of Forth, and Farnborough. At the Admiralty there is a special air department.

Heligoland, the island off the German coast, scene of the catastrophe in which fourteen lives were lost in the German dirigible L1, is likely to figure largely in attacks upon British battleships made by German dirigibles and aeroplanes. At Cuxhaven, a start has been made in establishing an airship harbor. And a chain of aeroplane stations around the German coast is partly completed.

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