

SINK THREE SHIPS

SUBMARINES SUCCESSFULLY ATTACKS BRITISH FLEET.

SHOCKS ENGLISH NATION

Five German Vessels Sneak Upon English Cruisers and Successfully Attack Three of Enemy—Two Submarines Reported to Have Gone Under Ships of Older Type.

A daring raid of German submarines across the North Sea, which resulted Tuesday in the sinking of the British cruisers Aboukir, Hogue and Cressy, has diverted attention momentarily from the battlefields of the continent.

The crews of all three of the sunken warships were composed largely of naval reservists. The Aboukir was the first ship struck. About 6 o'clock in the morning she received three torpedoes and the explosion blew out a large section of the bottom at the bow, capsizing the ship. The crew had no time to launch lifeboats and tried to save themselves by jumping. The boat was out of sight beneath the waves within three or four minutes after the explosion.

The Hogue, which was nearby, heard the explosion and immediately launched lifeboats to save the swimming survivors but while this was going on the Hogue herself was torpedoed, apparently in the same manner as the Aboukir, three shots reaching her hull, according to survivors. The Hogue sank in a few minutes but the greater part of her crew were saved in their own boats.

The Cressy at this point discovered the presence of two German submarines on the way to attack her and began shelling them with heavy projectiles. The Cressy's marksmanship was excellent and both submarines were demolished. Meanwhile, from the other side, the Cressy herself was torpedoed in two places and sank immediately. When the attack occurred the cruisers were steaming in a line ahead three miles apart.

The sailors, far from being discouraged at the mishap, express the conviction that Admiral Jellicoe now will teach the Germans a lesson and that the ships of the line when they come into action will amply avenge the destruction of the cruisers.

Special praise is given Captain Voorham of the Flora by survivors. With only 18 men in his crew he carried out the work of rescue with the greatest skill. Owing to the roughness of the sea the task of taking on board men stiff with cold was extremely difficult and many of them had to be handed up by means of ropes.

This was one of the things the navy had been led to expect, for the Germans frankly had avowed that their plan was to reduce British naval superiority by submarine raids and the sowing of mines, and they have been training their young officers for sallies of this kind.

Nevertheless, it came as a shock to Englishmen that big ships such as those sunk could so easily be attacked and destroyed while the German fleet has remained in safety in its mine and fortress protected harbors. The British fleet must keep the seas to insure Great Britain's food supply and in doing so must run great risk.

The Cressy, Capt. Robert W. Johnson; the Aboukir, Capt. John E. Drummond; and the Hogue, Capt. Wilmot S. Nicholson, were sister ships. They were armored cruisers of a comparatively obsolete type and were built 14 years ago.

The Aboukir, Hogue and Cressy each had a displacement of 12,000 tons. Each was 440 feet long and 69.5 feet wide, drew 26 feet of water and had a complement of 755 men, including officers.

The armaments consisted of two 9.2-inch guns, 12 6-inch guns, 12 12-pounders and five 3-pounders each. The Aboukir and the Cressy were built at Govan and the Hogue at Barrow.

The lists of the casualties among the crews will be published as soon as they are known. The loss of life probably will be heavy.

Neither the time nor the scene of the disaster is given in the official report.

The announcement says a considerable number of the crews of the vessels were saved by H. M. S. Lowestoft and by a division of torpedo boat destroyers. Trawlers and their boats also aided in the work of rescue.

A dispatch received from the Hook of Holland says the Dutch steamer Titan has arrived there bringing 20 British wounded and some dead, picked up in the North Sea after the sinking of the British cruiser Aboukir, Hogue and Cressy.

The Titan reported that the disaster occurred at 7:30 o'clock Tuesday morning. The Titan picked up 144 survivors, most of whom were transferred to British torpedo boats.

A dispatch from Ymuiden, Holland, says that according to survivors from the cruisers who arrived there Tuesday night two of the five German submarine boats which attacked and sank the British cruisers Aboukir, Cressy and Hogue were sent to the bottom by the British ships.

IS A WAR OF MACHINES

MEN TURN HANDLES WHICH SEND NORTH DEATH.

CONFIDENT OF SUCCESS

Many Soldiers Are Found Dead With No Wounds, Having Been Suffocated by Minute Fumes.

In an interview at Paris Monday a wounded officer said to a war correspondent: "This is not a war of men; it is a war of machines. There is an appalling soullessness about it that is savagely inhuman. Men turn handles and death dies out in large bundles. That is what this battle has been. It is all really one battle on the Marne and the Aisne.

"No one can even conceive what the battle has been who has not seen the battlefield. Men could never kill one another by heads and becombs. They would sicken at such wholesale slaughter. They would cry: 'We are soldiers, not butchers. A battlefield would not be an abattoir. Only machines ingeniously constructed to destroy men as locusts have to be destroyed when they sweep over fertile land, only automatic death dealers without heart, pity or remorse could carpet the earth with the dead in this frightful way.'

Another witness to the terrific slaughter which is not yet generally realized told me that the French shells burst with terrific effect and tear legs and arms to pieces. If the wound is in the head or stomach it is all over. This soldier added: "It is quite true, too, that many men have been found dead without any wound. We find them as we go over the fields of battle kneeling or sitting in the trenches in a natural attitude just as if they were still alive, just as they knelt or sat when a shell burst and in an instant suffocated them with the minute fumes."

A Red Cross nurse, a clever, business-like French woman, who had experience in the Balkan war, said: "Germany must be one vast hospital and France is beginning to be the same. I have just travelled from the Atlantic coast right through the center of France and saw wounded everywhere.

"Already beds are becoming scarce, though fortunately there are so many slightly wounded, that is, cleanly injured, that they recover quickly and make room for newcomers. But it brings home the immensity of the struggle to see every available school, institution and public hall turned into a hospital, as well as every big railway station and numberless private houses."

WAR REVENUE.

Bill to go Through House With Eight Hours Debate.

Early disposition in the House of the war revenue bill to raise approximately \$105,000,000 was indicated Tuesday, when Majority Leader Underwood announced that it would be brought up Thursday under a rule limiting debate to four hours.

Republican members will attack the measure along lines suggested in a minority report filed by Representative Payne of New York, protesting that there was "no occasion for panic, hasty or headlong action to heap heavier burdens upon the people." The Democrats were charged with extravagance. Failure of the new tariff to meet expectations of its framers, also was claimed.

The majority report of the ways and means committee, filed with the bill, declared that the new tariff laws and other sources of revenue would have yielded sufficient government funds had it not been for the European war and consequent decrease in customs receipts.

CHURCHILL CONFIDENT.

Lord of the Admiralty Expects Much of British Fleet.

Winston Churchill, First Lord of the British Admiralty, addressed a crowd of 12,000 to 14,000 men Monday night at a recruiting meeting in Liverpool. He reiterated his appeal for a million men, and said: "I have no anxiety over the result of the war. God has blessed our arms. We have had unexpected good fortune. I could not have hoped that circumstances at this stage of the war would have been so favorable for the Allies.

"As far as the navy is concerned it can not fight while the enemy remains in port. We hope that the navy will have the chance of settling the question with the German fleet yet. If they do not come out and fight in time of war they will dig out like rats out of a hole."

SUFFOCATE IN TUNNEL.

Engineer and Conductor Overcome by Accumulated Gas and Smoke.

The engineer and conductor of a Philadelphia and Reading Railway train were suffocated and seven passengers were overcome when the train was halted in the middle of a tunnel near Phoenixville, Pa., after running down and killing a woman at the tunnel entrance late Monday afternoon.

The sudden application of the emergency brakes brought the train to a stop well inside the tunnel, throwing many passengers from their seats. The train crew and several of the men passengers ran forward, but they were met by a wave of gas and smoke, which had accumulated in the tunnel. Three of the men dropped alongside the track and the others returned for help.

TO PROTECT ART.

German Governor of Belgium Plans to Protect Treasures.

The German governor of Belgium, Gen. Von Goltz, has appointed Privy Councillor Dr. Von Falcke, to decide upon ways and means to effect protection of Belgian treasures of art against burglary and pillage. Dr. Von Falcke is now making a tour of Louvain, Namur, Huy, Nivelles and Liege, accompanied by a Belgian art expert and will take whatever steps to this end that may be necessary.

NEW FRANCE BORN

NATION ELECTRIFIED BY DEFEAT OF GERMANS.

CONFIDENT OF SUCCESS

France no Longer Cowed by the Prussian Army—It Can Be Beaten—How the Army of Paris Sallied Out Catching von Kluck's Corps in Deadly Position.

A new France has been born. The shame of Sedan and the bitter humiliations of 1870 have been blotted out, utterly obliterated by the battle of the Marne.

There is not a Frenchman from Poincare to peasant whose spirit droops before Prussian menace. However long the complete triumph of the allies may be delayed (and no intelligent Frenchman underestimates the resources of German courage) the armies of the republic will fight with the confidence of the soldiers of the Napoleon of Austerlitz and Jena, the irresistible confidence of the years when French armies were unconquerable and when the roads to Paris were choked with the prisoners and trophies of 100 battles.

This great thing has been accomplished by the gigantic struggle which extended from Paris to Vitry-le-Francois from September 1 to September 12, and which was composed of a series of tremendous battles along a fighting front of 127 miles. In these battles more than Paris was saved, much more than material triumphs gained. The self-respect of the nation was the real trophy of the victory. France stands rehabilitated, no longer cowed by forty years of "Prussian swaggering." Von Moltke was an accident. The Prussians can be beaten.

Victory Has Made a New France. It is necessary to write of this uplift of French spirit, of the new inspiration which has sent the confidence of France swinging in a wide arc because it explains and illuminates the material and physical advantages of the great battles in which the German armies were first checked, then attacked, then hurled back over the roads they had travelled so triumphantly.

It is essential that this spirit be understood because of the effect it can not help but have in later phases of the war in the west. France is no longer uncertain. She is calmly confident. She is no longer feinting on the defensive; she is striking boldly on the attack.

It is now possible to describe generally, comprehensively, the vast operations of September 1 to September 12 which have already been grouped in the sweeping title of the battle of the Marne. The details of these operations will have to be left to the coming of peace, and history will have no small problem in an alyzing the movements of troops whose numbers stagger the imagination.

The people, depressed for more than three weeks over the constant withdrawal of the allies, hearing of nothing but a succession of reverses, were hardly prepared for such fullness of victory. By degrees the full meaning of the long retreat from the frontier has become understood and there is the most enthusiastic praise for Gen. Joffre, who is being acclaimed as another Napoleon.

From reports to the government it is clear that upward of 2,500,000 men on both sides swayed backward and forward in the Marne country before the certainty of utter ruin compelled the Germans to flee northward. Eliminating troops that guarded communications or were left to garrison important towns, the Germans were able to drive 900,000 men against the allies in the final, desperate endeavor to smash the French center.

Including the Paris army of defence, whose brilliant sally on September 7 made the plans of the German General Staff so much waste paper, the Allies in the battle of the Marne numbered 1,600,000. Without the Paris 500,000 nearly 1,100,000 of French and English troops hammered back the German attack. Of the number of British troops that took part in the six days fighting it is impossible to speak accurately. It is estimated here that Gen. French commanded about 250,000.

Casualties Unequalled. Modern accuracy of rifle and artillery fire, the persistency of the Germans in adhering to close formation and the character of their withdrawal through unfavorable country made the casualties of the Marne unequalled probably in the history of the world. The most conservative is that from 20 to 25 per cent. of the armies engaged were killed or wounded. It is before believed that nearly 500,000 men were eliminated in the constant struggle.

The situation attained by three weeks of constant retreats by the French and British had been produced. The German drive southward had failed to destroy or envelop a single army of the Allies. Since the first days of September it had become evident that Gen. Kluck was a falling star. Slowly, stubbornly, always inflicting great losses upon the Germans, the lines of the Allies had fallen back until the Anglo-French left had its back to Paris, while the line of the Allies reached eastward south of the Marne.

Until that time the German advance had been automatic, apparently irresistible. The great horde in a vast cloud of locusts. Always before their advance were aeroplanes to locate the position of the withdrawing Allies. Then along the splendid French roads rolled countless automobiles carrying advance detachments of infantry, squadrons of Uhlans and light cavalry, and finally, column on column, the close pressed masses of infantry.

Their artillery and supply trains stretched for many miles, for no army that ever took the field was more perfectly and completely equipped. Guns, ammunition, maxims, field kitchens, food supplies were transported rapidly by motor car, and even the great guns were drawn by

motor. To the French peasants the advance had been terrifying. Their minds were awed by the never ending masses.

By September 7, Gen. von Kluck, comprehending the impossibility of investing Paris, undertook to sweep past the British lines in an attempt to strike the French army of Gen. von Buelow. Until that time the character of the German advance had been as follows:

Gen. von Kluck, on the right of the German advance, had swerved past Paris and had advanced to Montmirail. He had travelled further and faster than the German artillery to the east, as the Anglo-French forces on the left of the Allies had been compelled to withdraw more rapidly than the armies of the Allies to the east. Gen. von Buelow, having occupied Rheims, had proceeded in a slightly southeasterly direction and had reached Sezanne. Still further eastward the third German army, commanded by Gen. von Hausen, constituting the German left, with the Grand Duke Albrecht was present with a fourth German army, had penetrated to Vitry-le-Francois. East of the Ardennes the crown prince was essaying the capture of Verdun, and still further removed from the Marne field was Gen. von Heering in the vicinity of Nancy.

The Beginning of the Battle. On the night of Sunday, September 6, there had been furious fighting pretty much along the whole line, notably at Coulommiers, where the Fifth French army captured several villages at the point of the bayonet. On the morning of Monday, September 7, Gen. von Kluck, having, as he no doubt assumed, passed the Anglo-French line at the extreme left of the Allied line, attempted his great stroke of combining with von Buelow for a terrific attack upon the French center.

Having had to remodel their plans the German general staff had staked everything upon this essay, hoping to split the Allied line and drive part westward upon the fortifications of Paris and catch part between von Kluck's and von Buelow's forces on the one hand and von Hausen's and the Grand Duke Albrecht's on the other.

The commencement of the six days battle was the general advance of the Allies, foreshadowed by Gen. Joffre's order of the 6th, and shrewdly designed to wreck the German plans. Unquestionably the declining factor of the whole series of battles was the grand sortie by the Paris army of defence.

The 500,000 men of that army, fresh vigorous and moved by fighting spirit, had been held ready for just such an opportunity. The moment it became certain that von Kluck's army had swept southwestward past the Anglo-French forces the Paris army of 500,000 sprang from the fortifications, interposed itself between von Kluck and von Buelow (who was hammering at the French center) caught von Kluck in one of the most cunningly baited military traps of the centuries.

The German commander was between two millstones. On his right were the Anglo-French forces. On his left were the Parisians. The millstones were closing upon him. For two days he fought terrifically and just managed to squeeze out of the trap, although suffered immense losses in killed, wounded and prisoners.

Almost simultaneously with his movement Gen. Pau, with a comparatively small force of cavalry made a successful raid upon the German line of communications at their right, a raid which had far reaching consequences. Gen. Pau seized a long wagon train of supplies that the German troops desperately needed, ammunition and food.

Von Kluck Barely Escaped. Von Kluck, barely escaping from the French trap, was compelled to turn his face to the north and move with all speed to extricate himself. This was retreat. There was no choice left him. It was retreat or be hurled back to the west between Paris and the sea, there to be surrounded and captured. His defeat was a great triumph for the plans of the French General staff and for French organization.

Aviators who observed the retreat of the Germans have reported that there could have been nothing more impressive in all history. Hundreds of thousands of gray uniformed men were rolling back northward, not merely over the roads but through fields and forests, all in a desperate hurry.

DANIELS IS FIRM. Marconi Wireless Station Must Obey Neutrality Proclamation.

Secretary of the Navy Daniels does not intend to allow court litigation to interfere with the enforcement of neutrality at all wireless stations.

Mr. Daniels had before him a telegram from the Marconi company asking that action on the alleged violation of the Siasconset station, in receiving a message from the British cruiser Suffolk, be postponed until the government's right could be determined in a suit being prepared for the federal courts.

Administration officials are confident of their rights in the matter, and will forcibly close the Siasconset station if its continued operation is considered a menace to the American government's position of neutrality. Secretary Daniels is unwilling to let the matter be threshed out in the courts because of its immediate importance.

Killed by 14-Foot Fall. Falling out of a coal car on a trestle, which was unloading, Arthur Greer, 43 years old, of Greenview, was killed by a fourteen foot fall.

Kansas Bank Robbed. Three mounted men, after driving the cashier and two clerks into the vault of the Baxter Springs National Bank Tuesday leisurely proceeded to rob the bank of \$8,000.

Praise Their Captors. The crews of the six vessels captured by the German cruiser Emden have landed at Calcutta. They are loud in their praise of the treatment accorded them.

DESCRIBES WAR SCENE

ROADS STREWN WITH DEAD AFTER GERMAN PASSED.

ARTILLERY FIRE HEAVY

Desolation of Country Beyond River Marne is Revealed by Correspondent Who Followed Armies.

The country beyond the Marne over which the German host rushed towards Paris, and over which the latter hastened in retreat, is worth a visit, if only to show what war is. The farm houses are blackened by shells, the haystacks masses of smoking carbon; the roads are zigzagged with trenches and broken by the great wheels that have passed, and their hollows are filled with rain.

Shell fire has smashed trees and blown deep holes in the fields. A land as wide as England looks as though a great hurricane full of lightning which had missed nothing had passed over it.

Long processions of motor cars and wagons, anything on wheels, pass continually south, bringing loads of shattered men. Nearer the firing line one comes upon villages where the walls of the houses have collapsed into the streets, and piles of wrecked furniture, agricultural implements, and farm carts show where the barricades and mitrailleuses were.

Cottages have mattresses half filling the window spaces. Their roofs are made a stand. In attitudes of dreadful and pitiful last collapses they lie spread-eagled on the road on their backs or sit against walls to which they had crawled in agony, staring with awful eyes at nothing on the ground.

Dead horses are everywhere, and so are their abandoned but living fellows, standing motionless with shocking wounds waiting for the end. Everything is wet with rain, but the puddles are thick and discolored.

All the towns south of the line of battle, says an English writer, have been converted into hospital bases. At Orleans he was informed that for five days 7,000 wounded passed through daily. A French medical officer showed me a scene at night when a train arrived with its wretched load. It had travelled for at least ten hours from the battle line.

No British were there; the stricken were French and Germans. Rapidly the great medical staff went over the consignments, rebandaging such necessary and sorting out serious cases. These were to be retained; the others were to continue their journey to another base.

Under an electric globe in the station hall was a young Prussian officer. A bullet had passed through his body. Even while he was being held up he died, but he had given a message for his wife and two young children.

The French gave the wounded Germans first and special attention. There is no hatred of the foe shown by any of the allied forces, excepting, it is necessary to add, by the Turcos. In the morning when the business is over the station floors are cleared and washed and disinfected.

TRAIN WRECKED.

Ten Lives Lost and Many Injured in Alabama Wreck.

Search was being made Friday night for train wreckers believed to have caused the death of ten persons and the injury of thirty others, by derauling Queen and Crescent train No. 2, at 3 a. m. Friday at Livingston, Ala. Bloodhounds failed to pick up a trail.

William Jones of Birmingham, engineer of the wrecked train, who lost his life, is said to have been given the "clear" signal at the last automatic switch post before the Klondyke switch, where the wreck occurred. Supporters of the "wrecker" theory think some one tampered with the switch in the brief interval after the train passed the block and before it struck the switch. It also is said that the switch was thrown against the train; that the switch light was out, and that the oil tank of the light was empty.

DENY REPORTS.

Germans Minimize French and English Tales of Success.

The German embassy at Washington received the following wireless from Berlin: "All the French-English reports of victories of battles in France are untrue. The German retreat of the western wing was a practical manoeuvre not affecting the strategic position. The French attempt to break through the centre of the German position was victoriously repulsed."

"There is confirmation of German successes at several points of the long extended battlefield. The Temps reports that the losses of the British army in the recent fighting amount to 15,000 dead and 1 wounded."

NINE ARE KILLED.

Trolley Car and Trailer Are Crashed Into by Memphis Train.

Nine persons are known to have been killed and at least fifteen injured early Thursday night when an Illinois Central freight train crashed into a street car on a grade crossing near Birmingham, a suburb of Memphis. The car, a "trailer," was hurled over an embankment and a freight car toppled over on top of it.

About thirty-five persons were on board the wrecked car, according to the conductor. The motor car drawing the "trailer" crossed the railroad tracks safely. None of the passengers on board it was injured.

Body Found in River.

The body of Herschel Beacham, a young man of Dublin, Ga., was found badly decomposed in Icoone river, near Dublin Saturday. Robbery is suspected.

Gas Kills Two Miners.

Two men were overcome by gas in the Gratz lead mine, near Gratz, Kentucky, Thursday.

OFFICIAL REPORT

BRITISH COMMANDER TELLS OF FIGHT UP TO FRIDAY.

ARTILLERY FIRE HEAVY

Sir John French Leads Up to Opening Brush at the River Aisne Over a Week Ago and Says the Battle so Far as British Troops Are Concerned, Is Still There.

The following descriptive account from Field Marshal Sir John French's headquarters of the British army's operations up to September 18 was issued Tuesday night: "General Headquarters, '18 September, 1914.

"At the date of the last narrative, September 14, the Germans were making a determined resistance along the river Aisne. Opposition, which at first it was thought might possibly be of a rear guard nature not entailing material delay to our progress, has developed and has proved to be more serious than was anticipated.

"The action now being fought by the Germans along their line may have been undertaken to gain time for some strategic operation and may not be their main stand. But if this is so, the fighting is naturally on a scale which makes it undistinguishable in its progress from what is known as a pitched battle, though the enemy certainly showed signs of considerable 'disorganization' during the earlier days of their retirement phase.

"Whether originally it was intended by them to defend the position they took up so strenuously as they have done, or whether the delay gained for them during the 12th and 13th by their artillery has enabled them to develop their resistance and force their line to an extent not originally contemplated, can not yet be ascertained.

"So far as we are concerned the action still being contested is the battle of Aisne. The foe we are fighting is just across that river along the whole of our front to the east and west. The struggle is not confined to the valley of that river, though it will probably bear its name.

"The progress of our operations and the French armies nearest us for the 14th, 15th, 16th and 17th will now be described.

"On Monday, the 14th, those of our troops which on the previous day had crossed the Aisne, after driving in the German rear guards on that evening, found portions of the enemy's forces in prepared defensive positions on the right bank and could do little more than secure a footing north of the river. This, however, they maintained in spite of two counterattacks, in which the fighting was severe.

"During the 14th strong reinforcements of our troops were passed to the north bank. Close co-operation was maintained with the French forces and the general progress was good, although the opposition was vigorous and the state of the roads, after the heavy rains, made movements slow.

"One division alone, after repulsing repeated attacks, captured 600 prisoners and 22 guns. The cavalry also took a number of prisoners. Many Germans taken belong to the reserve and landwehr formations, which appears to indicate that the enemy is compelled to draw on other classes of soldiers to fill gaps in his ranks.

"There was a heavy rain throughout the night of September 14-15, and during the 15th the situation underwent no essential change. But it became evident that the enemy's defensive preparations were more extensive than at first was apparent.

"To counterbalance this we took measures to economize our troops and to secure protection from the hostile artillery fire, which was fierce, and our men continued to improve their own entrenchments. The Germans bombarded our lines nearly all day, using heavy guns.

"All their counterattacks, however, failed, although in some places they were repeated six times. One made on the Fourth Guards, was repulsed with heavy slaughter.

"An attempt by part of our line to advance slightly was unsuccessful, but led to the withdrawal of part of the enemy's infantry and artillery.

"Further counterattacks made during the night were beaten off.

"On Wednesday, the 16th, there was little change in the situation opposite the British. The enemy's bombardment continued throughout the morning and evening. Our artillery fire drove the defenders off of the salients of their position, but they returned in the evening. Forty prisoners were taken by the Third division.

"On the 17th the situation remained unchanged. The German heavy artillery fire was more active. The only infantry attacks made by the enemy were on our extreme right, and were repulsed with heavy loss, chiefly by our field artillery.

"To convey some idea of the nature of the fighting it may be said that along the greater part of our front the Germans have been driven back from the forward slopes on the north of the river. Their infantry is holding strong lines of trenches amongst and along the edges of the numerous woods which crown the slopes. These trenches are elaborately constructed and cleverly concealed.

"In many places there were wire entanglements. Both woods and open areas are carefully aligned, so they can be swept by guns invisible from our side of the valley. The German line in front of the infantry trenches, as a rule, also is under cross fire from the field artillery.

"A feature of this action is the use by the enemy of their numerous heavy howitzers, with which they can direct long range fire along the valley and right across it.

"The bombardment by both sides has been heavy, and on Sunday, Monday and Tuesday was continuous. Despite the general din caused by the immense number of heavy guns in action on Wednesday, the arrival of the French force, acting against the German right flank, was announced

CAPTURE TRENCHES

HOW ALLIES TAKE "IMPREGNABLE" GERMAN POSITIONS.

RESULT UNDECIDED

NEITHER SIDE CLAIMS VICTORY IN BIG FIGHT.

Big Guns of Kaiser's Forces is the Chief Obstacle in the Advance of the Allies in the Aisne Struggle.

Writing to the London Chronicle Philip Gibbs, an Englishman, gives the following account of the first days of the battle of the Aisne. For four days, he says, there has been an incessant artillery duel under cover of which both sides are entrenching themselves like armies of old and rushing over open ground with rifle fire and bayonet charges in order to attain advanced positions for further entrenchments. It was in this battle of trenches that we have shown our superiority and gained good ground, though at somewhat heavy cost.

With the experience of the Boer war behind them, our troops are far better than the German in taking advantage of every scrap of cover and fighting in open formation. As a result of this we have been able to capture positions which seemed secure to the German, and with dogged persistence and fine pluck our men on several occasions during the last forty-eight hours have taken possession of trenches which, according to all rules of war were impregnable for an infantry assault.

In this part of the fighting we have been assisted by the reckless valor of the Zouaves. I have already described in previous dispatches the gallantry of this famous regiment, but in the battle around Soissons they covered themselves with new glory. They charged again and again under the most deadly fire and were successful repeatedly in reaching the enemy's positions.

German soldiers died before them, but not until the trenches were filled with their dead, slain by the long bayonets of the Frenchmen, who tossed them out of their pits "as though they were haymaking," as one of them said when they returned with twisted and broken weapons.

Unfortunately, the German artillery has been very effective during the present battle in the neighborhood of Soissons. "As soon as one of our men puts his head above the trenches," said a soldier who had just left them for a spell, "it is blown off by shrapnel. We have to lie low and hug the earth."

"The accuracy and rapidity with which the German gunners find their range is quite remarkable, and is due largely to the skilled work of their aviators who indicate the positions by dropping scraps of paper and bombs, which act as smoke signals. The great 11-inch guns were particularly distressing, owing to their formidable projectiles and length of range, and it was a joyful thing to the Allies' gunners when three of them were located and put out of action by successful rushes of infantry.

"The Germans had to retire from the positions which had been taken up by this heavy artillery, and as it was impossible for them to shift the three guns imbedded in cement, they abandoned them to us.

"At the time of writing the great battle is beginning to slacken down, while each side is engaged in strengthening its position, but the German shrapnel is still busy, especially where they see the flicker of the heliograph or locate wireless stations, so that this work has to be done under heavy fire.

NOVEL WARFARE.

How Sailors Care for Helpless Enemy After Fight is Over.

An incident in the recent naval fight near Heligoland is described as follows: The Defender, having sunk an enemy, lowered a whaler to pick up her swimming survivors; before the whaler got back an enemy's cruiser came up and chased the Defender, and thus she abandoned her whaler. Imagine their feelings; alone in an open boat without food