

PARIS LOSES MALE POPULATION. AMERICANS CROWD LINER

PARIS QUIET AS COUNTRY TOWN; SHOPS CLOSED

Residents Not Allowed on Streets at Night Without a Permit.

BAKERS DELIVERING "HOT ROLLS" AT NANCY

16 Germans Arrested in London—Patriotic Scene in the Duma.

Special Cable Dispatch to The Sun. PARIS, Aug. 9.—Paris under military law is as quiet as a provincial town. Vehicular traffic has dwindled to a tiny stream of motor cars and horse cabs, almost exclusively occupied by soldiers.

The inhabitants are not allowed out after dark without a special permit. Some of the Paris newspapers continue to appear, but their size is about that of a small pocket handkerchief. There are only a few old men left to print them.

It is a matter of comment here that American flags have been hoisted in and around Paris in an impudent manner by foreign business houses.

WILD SCENE IN DUMA.

Car's Manifesto Cheered—All Pivotal Bills Passed.

Special Cable Dispatch to The Sun. St. Petersburg, Aug. 9.—The czar's manifesto was read by the president of the Duma at a special meeting of that body and was received with cheers.

The premier largely blamed Austria for the war and said that Russia's conscience was clear. After Russia's great efforts for peace, he said, her enemies could not throw upon Russia the responsibility for the conflict.

He said that it was Austria who provoked the internecine war among the Slavs and added: "But, thank God, she will not ruin the work of Slav unification."

M. Sazonoff said that it was Austria's internal difficulties which had led her to take recourse to the sword. If the German Cabinet had so desired, he said, it could have defeated Austria by a word.

There were deafening cheers throughout the chamber at many points in the premier's address. When he made reference to Italian bravery and to France and England the whole body of the Duma rose and, facing the diplomatic representatives of those countries in the gallery, cheered wildly.

The Minister of Finance then spoke of the satisfactory economic position and of the country's financial resources. The Imperial Bank, he said, had 1,700,000,000 rubles in gold. Russia, he said, had entered upon war with \$375,000,000.

The Government, he said, proposed to increase this amount by increasing the taxes on wines and tobacco. Debate on financial measures which followed showed that all parties are unanimous in support of the Government.

Attendance of the deputies of the different nationalities and those of the Labor party joined in voting unanimously "Drive back the Deutscher Hun."

A deputy named Friedman said that the Russian Hebrews will use all the force of their right against the common enemy. Subsequently the Duma recorded the firm assurance that all nationalities represented within the empire are united to defend the honor of the fatherland.

Resolutions were adopted expressing confidence in the ministry and extending fraternal greetings to Russia's allies and to the brave Russians who are defending the empire. All the financial legislation proposed by the Government was passed and at the conclusion of the session an Imperial ukase was read adjourning the Duma until February.

LONGER RUSSIAN MORATORIUM. Period Is Extended for a Period of Two Months.

EXILES CROWD LINER; SLEEP IN CORRIDORS

Every Available Foot on Nieuw Amsterdam Used for Mattresses.

THOUSANDS REMAIN IN EUROPEAN PLACES

Cornelius Vanderbilt, in Big Automobile, Races to His Children.

Special Cable Dispatch to The Sun. LONDON, Aug. 9.—The Nieuw Amsterdam of the Holland-America Line sailed to-day from Plymouth crowded as she has never been before. From 300 to 400 of her passengers will have to sleep on mattresses in the saloon, the smoking room and the corridors and not a protest has been heard. Everybody is so glad to start home.

But for all the joyful ones on board there was an equal number of disappointed Americans left on the pier. Although all had been told before that there was no accommodation for them, a great number gathered in the hope that some eleventh hour arrangement would be made.

Hundreds were also left behind in Rotterdam, although fancy prices were offered for any sort of accommodations. In one case \$500 was bid for a steerage berth, but even that didn't avail. Four men and two women who were passengers on the Kursk, which arrived at Plymouth on August 4 from New York, were transferred to the Nieuw Amsterdam without setting foot ashore.

Few Seeking Aid. Confidence has been so fully restored and so well in hand is the situation as regards American tourists that the American citizens' committee sat only a few hours to-day. There were very few callers at the offices of the committee.

Sir Cecil Spring-Rice, British Ambassador to the United States, has offered his assistance to the committee, which regards his aid as invaluable. He will devote his efforts to the problem of reaching Americans on the Continent who prefer London to any other place in Europe at such a time.

Americans arriving here on captured German vessels have not been permitted to land up to the present time owing to the exigencies of the war situation. A number of travellers from the Continent were detained at Newcastle and were released finally at the instance of the American Embassy.

The impression prevailed that the Oceanic was pursued by German warships. This gave a certain amount of humor to the situation. The Germans wanted to be captured. The English prayed the engineers to get every ounce out of the boilers.

"We raced for two days and nights," said one of the passengers. "Thursday we had a thrill. We saw smoke on the horizon. Through marine glasses we could see that it came from war craft. Were they German or British? After ten minutes of doubt we went a string of flags flurrying out greetings. The signal was answered by one of the warships, which we then saw was flying the British flag."

"The ships came closer and talked to us for some time by signal and semaphore, gave us instructions for our course and passed on. Not until we reached the Solent this morning did we feel safe."

The American Citizens Committee is sending representatives to meet every train bringing American girls from the Continent to offset the efforts of white slavers to get hold of them.

BEGINS RACE TO BERNE.

Cornelius Vanderbilt Leaves Paris in Auto—Chicago Sails.

Special Cable Dispatch to The Sun. PARIS, Aug. 9.—Cornelius Vanderbilt left Paris last night in a 100 horse-power automobile for Berne to get his children. Mr. Vanderbilt also is carrying official dispatches to the American Minister in Switzerland.

Among the passengers booked on the French liner Chicago, sailing to-day, were Otto Walter Stern, J. C. McCormick, E. V. Douglas and Mrs. Douglas, Warrick Martin, Misses Kidder, B. W. Franklin, Mr. and Mrs. and Miss Bush, Mr. and Mrs. M. E. Cooke and Miss Cooke, Misses Griffin, McDonough, Pearl, Rockefeller, O'Connor and Harrison, Mr. and Mrs. Helbliss, J. M. Sessions, Misses O'Connor, Grant, Fernald and Haskins, Mr. and Mrs. Calgier, Rignald MacNamara, E. D. F. Root, Mr. and Mrs. L. H. Alexander, Mr. and Mrs. and Misses Houston, Mrs. Arthur Mayer, Mr. and Mrs. B. J. Rothmel, G. O. Hall, Mr. Stewart, Mrs. F. W. Ralston, Nancy McLallen, Misses Taylor, L. and M. Schnell, Mrs. Morentas, Mesdames Fehr and Barney of Chicago.

Charles Barney, Mr. and Mrs. Villard, Misses M. D. Orlery, Alice Ross and St. John, Messrs. H. Ross, W. Casey, David Colson, E. E. Renaud, F. A. and F. M. Geshart, Mesdames H. E. Davis, J. S. Olney, Miss M. M. Davis, three children of

SCENE OF FRENCH OPERATIONS IN ALSACE AND COMMANDER



VALLEY BETWEEN ALTKIRCH, MULHAUSEN AND COLMAR UP WHICH THE FRENCH ARMY IS ADVANCING.



CITY HALL AT MULHAUSEN.

BRYAN TELLS GERARD TO AID HUNTINGTONS

Gets Into Communication With Berlin About the Imprisonment Report. HERRICK ALSO ADVISED

EXPECTS ALL EUROPE TO JOIN.

Small Powers Will Be Drawn Into War, "Spectator" Thinks.

Special Cable Dispatch to The Sun. LONDON, Aug. 9.—The Spectator says: "The great war has come, as every sensible person knew it would come—very suddenly without apparent reason. Germany and Austria-Hungary are already at war with Russia, France, Great Britain, Belgium and Serbia. At any moment Germany may be at war with Holland, Italy and Rumania are almost certain to come in as soon as Russian troops appear in strength on their frontiers."

"Russia wants Transylvania and its 4,000,000 Rumanians, now oppressed by Austria. Denmark and Switzerland may very easily be forced to take a hand. For the small powers are beginning to realize that the issue for them is one of life or death. If the Germans win there will be no place left for the little independent nations. They know that they will always have a genuine friend and protector in Great Britain."

"What caused the war? Our answer is that Germany was ready and determined. She thought that we, Russia and France, were neither ready nor determined and she therefore struck. Germany began her preparations for war as soon as the Kiel Canal was finished, that is as soon as in her belief her readiness was at its maximum. The German Government has always been a firm believer in the importance of material preparation as well as in the idea that war is not a matter of self-defence."

An American, referring to the Spectator's article, said: "The new England is not fighting for dominion nor to deprive any power of its right or independence. Realizing this, with that instinct for justice and right common to our race, this idea cannot be expressed in better words than those of the greatest American, Abraham Lincoln, in his second inaugural address: 'With malice toward none, with charity for all, with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in.'"

BRITISH PLEDGE TO HOLLAND.

Her Warships Won't Enter West Scheldt, Says Dutch Paper.

Special Cable Dispatch to The Sun. ROTTERDAM, Aug. 9.—The Courant says that Great Britain has promised Holland to respect scrupulously Dutch neutrality and her warships will not enter the West Scheldt.

NO FOREIGN MAIL WEDNESDAY.

Italian Liner Will Carry It to Germany To-morrow.

It was said yesterday by the French pier superintendent that the steamship France had not sailed from Havre and therefore her advertised sailing from this port being cancelled. No transatlantic mails would leave New York on Wednesday. The Italian liner Caserta, scheduled to sail to-morrow, will take mails for Germany and Austria-Hungary by way of Naples, provided Italy meanwhile does not become involved in the war. This applies also to the steamship Ancona, to sail on Thursday.

There has been no interruption in the mail carrying to the West Indies by British steamships.

BRYAN TELLS GERARD TO AID HUNTINGTONS

Gets Into Communication With Berlin About the Imprisonment Report. HERRICK ALSO ADVISED

State Department Has No Official Information About the Alleged Arrests.

WASHINGTON, Aug. 9.—With the re-establishment of communication with Berlin to-day one of the first steps taken at the State Department was to act in behalf of Archer M. Huntington and Mrs. Huntington, who have been reported imprisoned at Nuremberg, Bavaria, by German officials.

Mr. Huntington is a son of the late Collis P. Huntington and president of the American Geographical Society. Secretary Bryan learned only late yesterday of the reported imprisonment and harsh treatment of the Huntingtons, but had then no means of communicating with Berlin for the purpose of taking up the matter with the German authorities.

Message Sent to Gerard. To-day, however, communication with the German capital was reestablished and a message was sent at once to Ambassador Gerard to make a prompt and thorough investigation of the case and report to the Department as soon as possible.

Meanwhile the Ambassador is to take all measures available to secure the release of the Huntingtons if he finds they are in prison as reported. It is believed that the Ambassador will be able to make a report to the State Department.

The first reports of Mr. Huntington's arrest having come from Ambassador Herrick at Paris, Secretary Bryan also directed that all means be utilized to ascertain the whereabouts of Mr. Huntington and secure for him proper consideration if he should be in the hands of the German authorities.

The first reports came through Ambassador Herrick because of the fact that Mr. Huntington's chauffeur, escaped to Switzerland, whence he appealed to the embassy at Paris.

The Official Attitude. Officials here are confident that when the incident is investigated it will be found that the German officials acted under a misapprehension if they arrested Mr. Huntington and that he will be promptly released on receipt of the representations which Ambassador Gerard will make.

The State Department has no official information that Mr. Huntington is held as a spy or on any other charge except the report cabled by Ambassador Herrick, but this report is regarded as warranting energetic measures.

Officials of the Department said to-night that they had not yet seen Edward L. Stevenson, secretary of the Hispanic Society of New York, who is reported as coming to Washington to appeal for aid for Mr. Huntington. The Department officials pointed out that already everything which can be done is being done.

URGES ACTION QUICKLY.

Hispanic Society Sends Secretary to Ask Aid in Capital.

FRENCH ARMY OF INVASION NOW ON BATTLE SCARRED SOIL

The line of the present French advance into southern Germany is through a war scarred, ravaged part of central Europe. In every mile of their march they are in sight of a hilltop crowned by a castle that once commanded a strategic point, but that in frontier wars waged by French, German, Austrian or Swiss was fought over, burned and destroyed until to-day only a pile of ruins marks the spot where it stood.

Alt-Breisach, which lies on their right on their march to Colmar and which tops a great basaltic rock that rises 250 feet from the Rhine, was formerly the key to southern Germany and to the land which these troops are trying to conquer. Their forefathers destroyed it in the last century and new delimitations of territory and modern means of defence relegated this famous old fortress to the scrap heap and Neu Breisach, Muelhausen, Colmar and Belfort, which it once protected, have now become military centres and points of strategic importance.

In their advance they passed through two valleys. They went from Belfort through the valley of a small tributary of the Savoureuse in the protection of their own outer defence, and then crossing into Germany followed a tributary of the Ill to Altkirch, from there they passed northward along the valley of Ill. The little villages along the way had all suffered much as had the old defences. Most of them at some time in their history had been the scenes of bitterly contested battles and had been so often rebuilt that few of them stand on their original sites.

Built on a Single Street. They are generally built along a single street in a straggling line of houses with white plastered walls and exposed wooden cross beams with one or two larger stone buildings that are the store house and wine press. The wooden structures go up first in the flames kindled by the torch of the invader or the fire of the artillery and the stone buildings remain standing riddled with bullets that future generations shall see with pride as the town's battle scars. But the soil of the valleys is rich and productive and the people always return when the storm passes. So do the storks, for though the chimneys that support their nests, are battered down they never desert this part of Alsace.

Altkirch, which the French captured after a fighting, is the largest of the towns on their march to Muelhausen. It is picturesquely situated, and in times of peace tourists who go off the beaten path enjoy from the tower of its little old town building a fine view down the hill slope and over the valley. They can see, too, a collection of medieval relics that the Count of Pfirt has on view and freight, in carried from that city to the south into Switzerland and Italy. This road forms part of the great German system on the west bank of the Rhine. The line clings to the western side of the Ill Valley, coming close to the foothills of the Vosges Mountains from Colmar south. But there is a subsidiary line from Colmar along the bank of the Ill that supplies transportation to the smaller places here and also passes by a line of

smaller defences that line the river bank. At Muelhausen the line bifurcates, one road going to Basel, the other crossing the French frontier and passing through three points into southern France. Besides this trunk line there are two small lines that run to Krith and Katzen, at the heads of valleys in the Vosges, near the French frontier, and a spur of the Baden railroad—the main line on the east bank of the Rhine—from Muelheim, which crosses the Rhine at Neuenburg.

Of Value to Germans. The strategic value of these roads lies in the fact that by them relief can be hurried to this part of Alsace on both sides of the Rhine; troops can be sent to the defence of the French frontier at three points and to the protection of Rhine bridges and to the protection of Alt-Breisach.

The character of fortifications at Muelhausen has been preserved as one of the secrets of the German army. The French works were all dismantled and in their place was substituted a line of defences as formulated by German military engineers. There are forts at Dornach, Luttrach, Elzach, Habstein and Brunsbach, which form a ring around the town and behind these in the Hardwald, to the north, south and at Sennheim, on the west, are a second ring of the Ill to Colmar lies seventeen miles to the north of Muelhausen in the Ill valley. It is the capital of Upper Alsace, but it has neither as large a population nor so high a rank either as a commercial or manufacturing town. It lies much nearer the foothills of the Vosges than Muelhausen does, and is thus more under the protection of the greater line of defences that were constructed as a protection through the valleys and passes of the Alsatian Mountains. Colmar, besides Muelhausen, is the chief protection of this part of the valley and of the bridge over the Rhine, beneath the ancient fortress of Breisach.

Colmar's fortifications, except on the mountain side, have never been considered important. Its capture would still leave Neu Breisach as the chief protection of this part of the valley and of the bridge over the Rhine, beneath the ancient fortress of Breisach.

Muelhausen is the most important town of upper Alsace, for not only is it the seat of government for the district but it is one of the great manufacturing points of southern Germany and a railroad centre of great value both commercially and strategically. Its leading industry is the manufacture of cotton goods, which was begun here as far back as the middle of the eighteenth century. Muelhausen has for years been a good market for American raw cotton. Besides its cotton mills the town is also a great manufacturing place for chemicals and in recent years it has developed into one of the most important points in the empire for the manufacture of locomotives and railway cars.

Muelhausen's principal railway is the line from Strasbourg, which which much of the heavy traffic, both passenger and freight, is carried from that city to the south into Switzerland and Italy. This road forms part of the great German system on the west bank of the Rhine. The line clings to the western side of the Ill Valley, coming close to the foothills of the Vosges Mountains from Colmar south. But there is a subsidiary line from Colmar along the bank of the Ill that supplies transportation to the smaller places here and also passes by a line of

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Great Mobilization Machine Has Done Its Work Effectively.



GENERAL COFFRE, FRENCH COMMANDER-IN-CHIEF

GEN. LEMAN A TIRELESS LEADER.

Defender of Liege, 62, Inspires Soldiers by Bravery. Special Wireless Dispatch to The Sun. LONDON, Aug. 9.—Gen. Lemans, the heroic Belgian defender of Liege, is 62 years of age. He is a stern disciplinarian and commands the absolute loyalty of his subordinates.

Until a few months ago he was at the head of the Belgian Military School. He is an authority on Roman law, military architecture and engineering. Physically, he does not seem ever to feel tired. Often after a ride of thirty miles he returned to the military school to discuss strategic and tactical problems with his officers until next morning.

A few weeks ago he spent a whole day in the saddle at Beverloo despite the severe pain of an old wound in his foot. His example inspired the Liege garrison to its gallant defence.

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\$1.00 Garments at 45c \$1.50 Union Suits at 79c

Sleeveless shirts and knee length drawers, made of fine mercerized cotton.

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Final Clearance of Men's \$5.00 Low Shoes at \$1.95

Broken assortments and sizes, but a rare opportunity for early purchasers.

\$3.50 Bathing Suits—broken sizes, but plenty of variety. \$1.95

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"We passed Senlis, Compiègne, St. Quentin and Cambrai at high speed, going around these cities. The country seemed to be empty, but a flash of our lamps revealed now and then clusters of boys and old men, non-combatants from the villages, lying by the roadside. They were on their way west with bundles tied to reaping hooks to earn whatever they can by reaping the harvest.

"As we drew near the frontier the country seemed to become populous again. We saw quiet cottages with the glow of uniform showing through the glistening window panes. Tireless peasant women were aided by good humored soldiers in a desperate effort to harvest the forsaken crops even during the night. Cheerful determination and confidence was the keynote everywhere.

"Regarding our trip beyond Cambrai I naturally cannot give any details or hint at what I saw.

"At Douai my companions left me and I raced back west through a deserted country. The great mobilization machine had done its work effectively. All was accomplished smoothly and without a hitch."

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