

**Kaiser says War Will End in October**

London, July 14.—The German emperor, according to the Times, in a speech to a deputation of bankers who had insisted on an interview, in order to point out to the emperor the financial difficulties of the situation and the grave risk attending the continuance of the campaign through another winter, stated that the war would end in October.

The bankers are alleged to have declared that even if the war was brought to an end immediately and an indemnity obtained Germany's position would be difficult but that if the war was prolonged the German empire would become utterly bankrupt. It was in reply to these representations, according to the Times, that the emperor is understood to have declared that the war would end in October.

**How's This?**

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**German Warship Put out of Way**

London, July 12.—The admiralty announces that the German cruiser Konigsberg, which in the fall of last year took refuge from the British fleet in the Rufiji river, in German East Africa, has been totally wrecked by British river monitors. The Konigsberg was a vessel of 3,348 tons, and had a speed of about 23 knots. She was a protected cruiser.

The announcement of the admiralty follows:

"Since the end of last October the Konigsberg had been sheltering some distance up the Rufiji river, in a position which rendered attack against her most difficult, only shallow draught ships being able to get sufficiently close to engage the cruiser effectively. Two months ago the admiralty decided to send two river monitors, namely the Severn, Captain Eric Fallerton, and the Mersey, Commander Robert A. Wilson, to assist the commander-in-chief of the Cape station Vice-Admiral H. King Hall, in the operations. The position of the Konigsberg was accurately located by aircraft, and as soon as the monitors were ready the operations were begun. On the morning of July 4 the monitors entered the river, and opened fire to which the Konigsberg replied immediately, firing salvos with five guns with accuracy and rapidity. The Mersey was hit twice and four men killed and four wounded by one shell.

**Second Attack by the British Completed the Wreck of the German Pest Hidden in Jungle**

"As the Konigsberg was sur-

rounded by a jungle the aeroplane experienced great difficulty in locating the fall of our shot.

"She was hit five times early in action, but after the monitors had fired for six hours the aeroplanes reported that the Konigsberg's masts were still standing.

"A shell burst on her decks, and she caught fire heavily between her masts. She continued to fire with one gun intermittently for a while, but for the last part of the engagement she did not fire at all. Although not totally destroyed as a result of this engagement, she probably was incapacitated.

"The commander-in-chief reports that the task of the monitors was difficult, on account of the jungle and the trouble of accurately spotting shots, but that they were assisted by H. M. S. Weymouth, Captain D. Cromton, on which ship the commander in chief was with him, and which followed them across the bar of the river and engaged the small guns on the bank, while H. M. S. Pioneer, Acting Commander T. W. Biddlecombe, Royal Australian navy, engaged the guns at the mouth of the river.

"To complete the destruction of the Konigsberg the commander-in-chief ordered a further attack on July 11, and a telegram has now been received stating that the ship is a total wreck. In this last engagement our casualties were only two men wounded, on the Mersey.

**Germans Use American Ship For A Shield**

Liverpool, July 13.—How an American ship is alleged to have been used as a shield by a German submarine for the sinking of another vessel is the story related by members of the crew of the American bark Normandy, which has arrived here from Gulfport, Miss.

This story is that the Normandy was stopped by a German submarine sixty miles southwest of Tuskar Rock, off the southeast coast of Ireland, Friday night. The captain was called aboard the submarine, where his papers were examined and found to show that the ship was chartered by an American firm January 5.

The captain of the bark, it was asserted, was allowed to return to the Normandy, but under the threat that his ship would be destroyed unless he stood by and obeyed orders. These orders, it was stated, were that he was to act as a shield for the submarine, which lay around the side of the bark, hiding itself from an approaching vessel.

This vessel proved to be the Russian steamer Leo. Presently the submarine submerged and proceeded around the bow of the Normandy, so the story went, and ten minutes later the crew of the Normandy saw the Leo blown up.

Twenty-five persons were on board, of whom eleven were drowned, including three stewardesses. Those saved included three Americans, Walter Emery, of North Carolina; Harry Clark of Sierra, and Harry Whitney of Camden, N. J. All these three men, when interviewed, corroborated the above story. They declare that no opportunity was given those on board of saving life.

The Leo was bound from Philadelphia for Manchester with a

general cargo. The captain of the Normandy told the survivors that he would have liked to have signalled their danger to them, but that he dared not do so because his uninsured ship would have been instantly sunk.

The steamer Leo sailed from Philadelphia June 25 for Leith, under command of Capt. Perstrom. She was a vessel of 2,342 tons and belonged in Helsingfors. She was built in 1903.

**Jackson The Scientific First Sea Lord.**

Although the name of Sir Henry Bradwardine Jackson, who succeeded Lord Fisher as First Sea Lord of the Admiralty, is unfamiliar to the general public—he has in fact only once commanded a group of ships at sea—he is an officer of very high scientific attainments who has filled many offices of great administrative importance.

Admiral Jackson was born on Jan. 21, 1885, and is younger by fourteen years than Lord Fisher. He entered the navy in December 1881, and at first specialized in navigating duties; but the possibilities of the torpedo which had only been invented in a very crude form in 1866, attracted him, and he soon transferred to that branch of the service. The only vessel to which he was appointed as navigating officer, was the old battleship Agincourt. Sir John Jellicoe, then also a lieutenant, was gazetted to the vessel on the same day, while another officer serving in the same ship was Midshipman H. F. Oliver, now a Rear Admiral and Chief of the War Staff.

In September, 1881, Admiral Jackson was appointed to the Vernon, the Portsmouth torpedo school ship, for a course of instruction, and for the following twenty years his attention was almost continuously devoted to this work. In the Vernon, Lieutenant Jackson was associated with many officers holding appointments to day—Sir Frederick Sturdee, Sir R. T. Hamilton, (second sea lord and Admiral Sir George Egerton, (commander-in-chief at Davenport) among others. After completing this course he was appointed torpedo lieutenant of the battleship Alexandra, flagship of Admiral Lord John Hay in the Mediterranean, and here his shipmates included the Hon. Stanley Colville, now holding an important command abroad, and Rear Admiral, (then midshipman) A. C. Leveson, recently in charge of the Operations Division of the War Staff.

In June, 1886, Lieutenant Jackson was appointed to command the special torpedo vessel Vesuvius, attached to the Vernon as an experimental vessel, and here he remained until January, 1890, when he was sent to Flume for "torpedo service," being succeeded in the Vesuvius by the victor of the Falklands. Flume was, of course, the home of the White head torpedo. On vacating command of the Vesuvius Lieut. Jackson was advanced to the rank of commander, and at the end of his service at Flume he served for a short time in the battleship Edinburgh, in the Mediterranean. In February, 1894, he was again appointed to the Vernon for service with committee on torpedo design, and in the following

January was gazetted to command the Defiance, a torpedo schoolship at Davenport, being promoted to the ranks of captain while holding this appointment. Among the officers of the Defiance at this time were Lieut. Robert F. Scott of Antarctic fame, and Carolyn Bellairs now M. P., for Madras.

While in command of the Defiance, Captain Jackson devoted much attention to wireless telegraphy, and in scientific wireless is properly regarded as one of the pioneers in that wonderful discovery, though the necessities of the service have prevented the full story of his work being given to the world. It was for his services in this direction and in other matters connected with electrical physics that Captain Jackson was in 1901 nominated for a fellowship in the Royal Society. This was followed by a short period of service as naval attaché, and Captain Jackson was then appointed to command the Vulcan, a torpedo vessel on special service attached to the Mediterranean fleet. One of his lieutenants in this ship was the present Captain Philip Damas, who in 1906 was naval attaché in Berlin, served as one of the secretaries of Lord Fisher's Oil Fuel Commission and is now assistant director of torpedoes at the Admiralty. Captain Jackson himself became assistant director of torpedoes after leaving the Vulcan, and then in 1903, commanded the battleships Caesar and Duncan in the Mediterranean—where, it will be noted, the whole of his service was spent after reaching the rank of lieutenant.

In February, 1905, he came home to take up the appointment of third sea lord and controller of the navy, (an office in which he followed Sir William May, and was succeeded by Sir John Jellicoe). The third sea lord's business is mainly concerned with the material of the fleet and it was while Rear Admiral Jackson (he was advanced to flag rank in October, 1906) filled this office that two very notable advances were made in the material of the torpedo branch of the service. The first was the adoption of the Harcourt castle torpedo, the invention of a naval engineer officer, which was a modification of Whitehead, three inches greater in diameter, carrying a heavier charge and capable of travelling much longer distances at higher speed. The second was the introduction of the "ocean-going" type of a turbine-driven, oil burning torpedo boat destroyer—a type which has so completely justified itself in the present war.

Leaving the Admiralty in October 1908, Rear Admiral Jackson took command of the Sixth Cruiser Squadron again in the Mediterranean—this being his only appointment afloat as a flag officer apart from manoeuvres. In February, 1911, a month before his promotion to vice-admiral, Sir Henry Jackson—he received the K. C. V. O. on November 9, 1906—took command of the Naval War College at Portsmouth, an appointment which, as its name implies, is of vast importance, from the point of view preparing our senior officers for war. After two years here he became chief of the War Staff. In this he was succeeded at the end of last July by Sir Frederick Sturdee, but since the outbreak of the war his services have been constantly at the disposal of the Admiralty, his

name being borne on the books of the president "for special service."

Given the resignation of Lord Fisher, there is no man to whom the navy would rather entrust its destinies than Sir Henry Jackson whose character is essentially fitted for conducting such a naval war as the present, where patience and scientific cunning are perhaps the most vital requisites.

**Angels Saved Army British Believe**

London, July 13.—Most English clergymen are convinced that England's cause is just that God is on her side. A Church of England clergyman at Southampton writes in his parish magazine: "The daughter of a well-known canon of the church known two officers who themselves saw the angels who saved our left wing in the retreat from Mons."

Then he goes on to describe how the German cavalry in overwhelming numbers were swooping down on the British, when—

"They saw between them and the enemy a whole troop of angels. The German horses turned round terrified and regularly stampeded. The men tugged at their bridles, but the poor beasts tore away in every direction from our men."

Rev. Dr. Horton, a distinguished Congregationalist, lends the weight of his authority to this same story of angelic intervention. In a sermon at Manchester he said:

"There is a story—repeated by so many eye-witnesses that if anything can be established by contemporary evidence it is established—of the retreat from Mons. A section of the line was in imminent peril and seemed as if it must inevitably be borne down and cut off.

"Our men saw a company of angels interposed between them and the German cavalry, and the horses of the Germans stampeded. Evidently the animals beheld what our men beheld. The German soldiers endeavored to bring the horses back to the line, but they fled. It was the salvation of our men."

In the same sermon Dr. Horton told another story of how a transport ship in the Dardanelles was saved, as he believed, by prayer. He said:

"I had news from the Dardanelles last week. A sailor on one of our transport ships told me in the simplest language how airships of the enemy came over the vessel dropping bombs. The captain, who is a man of God, gave the order for the men to pray. They knelt on the deck and prayed and the Lord delivered them. The eighteen bombs which seemed to be falling from overhead fell harmlessly into the sea.

**Balkans' Attitude Worries Germany**

London, July 16.—A despatch to the Daily News from Rotterdam says: According to information from Berlin matters pertaining to the Balkans are approaching a climax. Growing fear, especially as to the attitude of Roumania, is finding expression in covert threats as to what the central powers may do if that State does not allow the passage of arms and ammunition to the Turks. Continued refusal to permit munitions to pass is endangering the position of the Turkish army in the Dardanelles, and two important journals have declared the Allies' success there would decide the whole war.

Paris, July 16.—A despatch to the Havas News Agency from Athens says that a private letter received from Constantinople states that the Young Turks committee is plotting the assassination of former Premier Venizelos of Greece. The police, the Athens advices state, have taken the necessary measures to protect the life of the former Foreign Minister.

**AN OLD DOG**

(Celia Duffin in the Spectator.)

Now that no shrill hunting horn  
Can arouse me at the morn,  
Deaf I lie the long day through,  
Dreaming firelight dreams of you;  
Waiting, patient through it all,  
Till the greater Huntsman call.  
If we are, as people say,  
But the creatures of a day,  
Let me live, when we must part,  
A little longer in your heart,  
You were all the God I knew  
I was faithful unto you.