

The Crafty Kaiser!

(Cohoes (N. Y.) "Republican.")

Who can say the Kaiser is not clever? His alleged backdown to Wilson, which was not a back-down at all, but a mighty brilliant ruse accomplished the purpose he was aiming at, namely, protection of his agents in this country, in view of the war with Mexico, which Germany has precipitated upon the United States, and which long ago they knew was inevitable. It enabled the conspirators to retire gracefully and with dignity.

Germany As A "Sea Factor."

(New York "Sun.")

Germany absolutely requires for her whole economic life to be a sea factor; otherwise she would slowly but surely decline—Admiral von Tirpitz.

It was not necessary for Germany to engage in a war with her neighbors in order to become a "sea factor." Before a gun was fired in August, 1914, she dominated the Baltic, and in Hamburg she had one of the greatest commercial ports in the world, with steamship lines running to every sea. In Bremerhaven she had another port of departure and arrival serving Bremen on the Weser. She possessed a merchant marine second only to that of Great Britain.

In the Kiel Canal and its terminal waters and at Wilhelmshaven and Emden she had admirable naval bases, with Heligoland as an impregnable strategic outpost. Her export trade was one of the most extensive and profitable in the world, and in commerce she was a formidable rival of England. A great sea factor was Germany before the war that is now convulsing Europe and setting back the clock of progress. There was no sign of decline and no danger of it.

The War News.

(St. John Globe)

Such comfort as Germans can get from the arrival at Baltimore of their submarine freighter will hardly compensate for the anxiety evident over the news from the fighting fronts of the great European struggle. Russia's victories make a retreat of the Teutonic armies along the whole Eastern front daily more probable. French and British progress in their Western drive has made the capture of Peronne almost certain, for a week of fighting has demonstrated that the Allies are strong enough to win their way forward as their big guns destroy the German defences. They have the strength in guns and in men and in munitions necessary to continue the struggle until their purpose is achieved. If there was doubt or anxiety on this score of guns and munitions, it was set at rest by a statement made in the British Parliament by Frederick G. Kellaway, M. P., an official in the Ministry of Munitions:

"We are not yet at the full flood of our output of guns and shells. If the Germans cannot be driven home otherwise, our army shall have such a supply of guns that the limbers shall touch each other in a continuous line from the Somme to the sea."

Each day's news from the West and the East awakens hope of still better news on the morrow, and even if progress is slower than anticipated, the Russian progress for a month and the Allied progress for a week has convinced every military writer that Germany can never recover what she has lost, but must continue to lose. The possibility of another spectacular turn to the struggle from a new Balkan drive, with Roumania cooperating with the Allies, becomes more and more a probability in the minds of military writers as the Russian Hordes advance toward the Carpathian passes and the Allies blast a way through the well-constructed Western defences, and the inability of Germany to hold her own lines or succor her stricken allies is made more apparent.

The British Blockade Is Still On; The German Fleet Is Still Hidden; Wilhelmshaven Is Still Sealed.

Mr. Archibald Hurd in a Careful Review of the Situation a Month After the Jutland Battle Calls Attention to Indisputable Facts and Says There Is No Doubt Where Victory Rests

(By Archibald Hurd.)

London, July 3.—Four weeks have passed since the Battle of Jutland—for that is the title by which it will be known—was fought, and it is possible, in the light of an immense mass of information from British and neutral sources, to form what will prove the verdict of the historian on one of the most splendid incidents in our annals.

In the first place, if any doubt exists abroad as to whether the Germans were beaten, and badly beaten, it may be suggested that consideration be given to the following, among other facts:

(1) The British blockade has continued without intermission, and the activity in preventing cargoes reaching or leaving Germany has been, if anything, greater since June 1, than it was before that date.

(2) Four weeks have elapsed since the battle was fought, and the German High Seas Fleet has not, either as a whole or in part, ventured into the North Sea during that period; the British fleet has held the North Sea as in a vice.

(3) The German High Seas Fleet has not only emerged into the North Sea, but it has since been hidden away even from the observation of the Germans. Wilhelmshaven, the great North Sea base, has been sealed; it is surrounded by barbed wire entanglement; no one may go in or out; the trains even are stopped. No step has been omitted to prevent any persons seeing the men-of-war. Much the same secrecy is being enforced at Kiel.

(4) A judicial sifting of the evidence of British officers and men shows that the Germans lost five capital ships—that is, vessels of the dreadnought type—in the action, besides six, or possibly seven, light cruisers, a large number of destroyers, and at least two submarines.

The more carefully all the evidence is examined the more certain it is that the enemy narrowly escaped annihilation. In half an hour the work probably would have been completed. Vice Admiral von Scheer, the Commander-in-Chief of the High Seas Fleet, who showed considerable sailor-like capacity, was far less responsible for this escape by directing his ships to retire than was the unfavorable character of the weather and flight. Not a British naval officer who was present during the engagement, but is convinced that the Battle of Jutland was within an ace, so to speak, of realizing Nelson's ambition—"no victory, but annihilation."

When Sir John Jellicoe's despatch is published the nation will realize that the prestige of the fleet never stood higher than it stands to-day. Officers and men, representing a very different age from that in which the British navy last achieved triumphs, preserve all the characteristics of those who gave us command of the sea. That declaration applies to all ranks—not

forgetting the engineers and their staffs, who, working below, showed how British engines could contribute to victory. The country never had greater reason, based on irrefutable evidence, to be proud of its fleet, which holds the maritime communications of the world in closer grip than at any period in our history. That may seem a bold claim, but it accords with the most careful examination of naval records. There has never before been a period when a great sea power was unable, even under war conditions, to send a frigate to sea. Nelson, Coilingwood and other British admirals of the Napoleonic war frequently had the mortification of learning that single ships, and even squadrons, had eluded them and got across the trade routes. In all the world's seas there is not a single German surface vessel—man-of-war or merchantman—which dare show its nose.

If the Germans did win a "victory," and break "the nimbus of British invincibility and insuperability," as has been asserted, it has proved the least truthful "victory" that ever fleet won. Why are battles at sea fought? They are waged in order to decide who shall enjoy the right to use the seas. That is their purpose, and, incidentally, the belligerents try to destroy each other's fleets, so that the matter may, once and for all, be settled one way or the other. But the main end is the assertion of dominion. Who holds dominion to-day? The Germans, sadly depleted in strength, nursing their wounds in the most complete secrecy, or the British, who within a few hours of returning to port for fresh fuel and stores, issued a new challenge to action, daring the Germans to renew the battle? The German ships—such as remain—are securely protected behind mines; they are defended by shore guns, they have flotillas of submarines on patrol; and, so that prying eyes may not witness the havoc which has been done, barbed wire has been erected.

But the truth is that as a fighting force the German battle cruiser squadron, under Rear Admiral von Hipper, does not exist. Such ships as do not lie at the bottom of the North Sea are in such a damaged condition that they will not be seen at sea in the course of the summer. That is a statement which can be made with the most comment which can be made with most complete assurance. The battle squadrons also suffered badly in the engagement of May 31 and June 1. They are in no condition to embark on a further "enterprise to the northward," to quote the official statement issued from Berlin.

Out of the 45 effective cruisers of all classes which the enemy had, built and building, when the war opened, she possesses to-day only 14, and of these a large proportion were so seriously damaged in the Battle of Jutland as to be at present ineffective. These cruisers

have to suffice for many and various duties.

Consequently the High Seas Fleet is blind, except for such aid as Zeppelins can render in favorable weather, and they cannot fight ships of war on the sea.

In the light of all these considerations it can well be understood why the officers and men of the British fleet, though they make no boasts, are well pleased with the naval out-look, except for one fear—that the enemy may decide not again to be enticed into battle. In any event the German High Seas Fleet, lacking many of its original units and secreted in a damaged state behind its barbed wire entanglements, does not exist to-day as a fighting force. In the meantime the economic pressure which the British fleet has been exerting is still pressing heavily on the German Empire in virtue of the command of the sea, which was reaffirmed with splendid gallantry, at the Battle of Jutland.

Admiral Jellicoe has made his report on the battle. He said:

"The battle cruiser fleet, gallantly led by Vice-Admiral Beatty, and admirably supported by the ships of the fifth battle squadron, under Rear-Admiral Evan-Thomas, fought the action under, at times, disadvantageous conditions, especially in regard to the light, in a manner that was in keeping with the best traditions of the service." Admiral Jellicoe continues. With out maps and charts many of the

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details of the report cannot be made clear. It states that "the list of ships and commanding officers, which took part in the action has been withheld from publication for the present, in accordance with the usual practice."

Admiral Jellicoe estimates the German losses at two battleships of the dreadnought type, one of the Deutschland type, which was seen to sink; the battle cruiser Lutzow, admitted by the Germans; one battle cruiser of the dreadnought type one battle cruiser, seen to be so severely damaged that its return was extremely doubtful; five light cruisers, seen to sink—one of them possibly a battleship—six destroyers, seen to sink; three destroyers so damaged that it was doubtful if they would be able to reach port, and a submarine sunk. Commenting on this, Admiral Jellicoe says:

The hardest fighting fell to the British cruiser fleet, the units of which were less heavily armored than their opponents, and he expressed high appreciation of the handling of all the vessels and commends Admirals Burney, Jeram, Sturdee, Evan-Thomas, Duff and Leveson.



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SAND AND GRAVEL

Increased Demand For Washed Material In Cement Work.

More than \$18,000,000 worth of sand and gravel was dug out for sale in the United States in 1909, according to a report just issued by the geological survey.

This notable increase in production is due in great part to the more extensive use of sand and gravel in concrete construction work, but larger quantities were also used as railroad ballast and filling. There was also a considerable increase in the use of molding sand. The production of glass sand in 1909 was but little more than that in 1908.

During 1909 the geological survey made field and laboratory studies of many kinds of sands and gravels in localities where federal buildings were in course of construction. These studies have shown great differences in the quality of sand and gravel used at different places for making concrete. Some contractors contend that run-of-bank sand gravel is the best for making cement concrete, but this contention is generally not sustained by practical trials and experiments. The most desirable material is that which is free from clay, loam or dust. Mica also is objectionable if present in large quantity, as well as pyrite or limonite. A coating of dust on gravel prevents its proper contact with cement, and the pebbles are therefore easily broken out of the concrete.

During recent years, particularly in the large building centers, there has been a greater general appreciation of the importance of using proper sand and gravel in cement concrete, so that leading architects and builders are requiring sound, clean, washed material.

To Keep Brasswork Bright.

Brass rails or other brasswork on launches or boats can be easily kept bright by the use of sperm oil. Some boatmen polish their brasswork only once with putz or polishing powder, while for the rest of the season they keep it bright with sperm oil, which is rubbed on with a very oily cloth. Before starting on a trip the brasswork is rubbed over with the sperm oil cloth to prevent the salt from reaching the brass, and on the return the salt is readily taken off, leaving the rail bright. This method was recently suggested to an automobilist, who found it to be a great success, because he could polish up his brass very easily after it had been left several days. Scientific American.

ARIZONA BRONCHOS.

Like the Little Girl With a Curl in the Center of Her Forehead.

When the Arizona broncho wishes to be safe for you and for himself he is the safest thing in the world, and when he wishes to be unsafe life is a merry chance.

I went up and down trails in Arizona which were almost perpendicular and rough and stone strewn too. But there was little danger, for the broncho has not the "ten pound," but the "thousand pound" look. His nose is to the ground, his eyes fastened on the trail, his footsteps the most beautifully careful thing the mind can conceive. One foot placed before the other cases and preserves the balance, adjusts the weight for another, and all this wonderful machinery of equilibrium, stability and safety you feel working under you like a delicate machine.

Yet this sage pioneer of the trail, with his meticulous care of you and himself, was just a wild range pony, hunted down by the range rider, driven, coaxed or duped into a corral, broken, saddled, bridled and ridden all in one hour; wrenched out of his wildness, having his heart broken and made into a slave while you would eat your breakfast.

He is not a beauty; he is just a mongrel. But his legs and his feet are made of iron and steel, and the work he does over awful trails, in a rough and rugged country, shown with stones and slugs and bowditch and lava and scrub, week after week, month after month and year after year, would send the legs of a thoroughbred in three days.—Gilbert Parker in August Metropolitan.