

SURVIVORS DESCRIBE NAVAL BATTLE: GREATEST IN HISTORY OF WORLD

Fight to Death With Both Sides Holding on Like Bulldogs Until the Germans Retired to Their Base.

How the Big British Ships Were Sent to the Bottom. Warrior Abandoned After Fight to save Her.

AMONG the British sailors who on their return told of the North sea naval battle one describes a duel worthy of the Nelson tradition between the Invincible and a big German warship, the identity of which is uncertain.

"The two ships," he said, "fought like bulldogs, all guns firing at once and most of them hitting, with such an enormous weight of metal pouring out that the duel was bound to be short. It lasted less than thirty minutes.

"It was a fight to death, and both ships died. The German vessel burst into flames and sank. Almost immediately afterward the Invincible followed her to the bottom. Both sank with their flags flying. The water was strewn with men dead and alive. But in the midst of the fierce fight it was impossible to arrest the activities for the purpose of saving life.

"The Queen Mary was in the thickest of the fight and did heavy damage. She then became the center of the converging fire of several powerful German ships. She broke in two and went down.

"The lot of the Indefatigable was very similar. She was in a smashing fight at close quarters. Then the life was blown out of her. The Warrior had to be abandoned at high sea after being towed for ten hours.

"The Warspite, which was one of the earliest vessels to return to the base, dashed between the Warrior and her enemies and received a salvo meant for the badly hit Warrior. She did not save the Warrior, but probably saved the Warrior's crew."

Big Shells at Short Range.

A survivor of the Warrior told this story:

"We got to very close quarters, less than 5,000 yards, I should say. It was fair weather, but misty. A westerly gale had subsided. The entire German navy seemed out against us and all ships were firing as fast as they could serve their guns.

"The whole sea looked like one bloody battlefield. At such short range you could scarcely miss. Great 14.2 inch shells were coming at us all the time. Some smashed clean through the ship, killing every man they touched. We engaged ship after ship. We accounted for two light cruisers and a destroyer.

"We saw the Queen Mary blow up as a result of concentrated fire. It looked as if a magazine exploded. She broke in two and went down like a stone. It was all over in a couple of minutes.

"Right in the hottest of the battle it was impossible to pick up men out of the water.

"The Indefatigable went down much the same way. She had given the enemy a pounding, and they gave the same to her. Our losses on the Warrior were few. We were badly holed. One of her engines was smashed, and the others stopped.

"One of our ships took us into tow and drew us out of the line—a grand bit of work in the middle of shell fire and torpedo attacks. We should have reached the base, I think, if the sea had not gone up. We shifted ships without any loss of life.

"All we want is another ship and another 'go' at the Germans, for they are jolly worth fighting."

Describes the Battle.

Another survivor tells this story of the battle:

"The battle cruiser squadron was moving through the water at twenty-five knots, destroyers and light cruisers in their appointed places. The sea was as smooth as a mill pond, the day was warm, and a slight haze hung over the water. For well nigh sixteen hours the squadron steamed steadily on, then the destroyer screen reported the presence of enemy craft—small craft, but significant perhaps of the presence of bigger vessels. A smart little destroyer action was begun. A light cruiser dashed up to assist, and soon the first phase of the battle was in full swing.

"Later the battle cruiser joined, and when the enemy appeared with the full strength of his battle cruiser squadron all the elements of an evenly contested battle were present.

"But the readiness with which the Germans accepted the challenge must have set Admiral Beatty to thinking hard. The Germans—and from their point of view it may be sound enough tactics not to fight unless they are there in superior force—do not fight as the British do, always and at any cost. For the first time since the war began they stood up to Beatty and his ships, and from the impressions gathered from Beatty's men who have come through the fight the Germans suffered heavily during that phase.

"It was a running fight. The Lion, as on the memorable day off Dogger bank led the line, followed by the Tiger. Both performed marvels of speed, and there should be further honors for the engine room staffs. Opposite them at long range was, among others, an old enemy in the Derringer. In the Dogger bank fight the Derringer sent a shell into the wardroom of the Tiger.

"It was therefore with peculiar relief that the crew of the Tiger proceeded to demonstrate to their old enemy that they were very much alive. From the Tiger there went a shell which, as those in a position to observe reported, got one of the Derringer's turrets and wiped out a gun crew. Others were planted with equally deadly effect on the enemy, and unless the Tiger's men are greatly out in their calculations there is not much more likely to be heard of the Derringer.

"The battle raged with tremendous violence. The air was filled with white hot steel, dust and shivers. Ears were deafened by the tremendous crash and clatter. If all the opposing forces remained as they were the result was inevitable.

"The battle cruiser action was fought with the enemy lying close to neutral Danish waters off Jutland. Everything was going well with Admiral Beatty when the two superdreadnoughts came up and rushed in to cut off the enemy from his southern base. Admiral Beatty was then to drive in from the northeast and either force the Germans to shelter in neutral waters or to compel them to accept the challenge of the heavy battleships.

"The strategy was excellent, but it was applied too late. From the south came reinforcements which provided the explanation of the phenomenon of the Germans accepting Admiral Beatty's challenge. From the south came the major portion of the German grand fleet. The Warspite got the brunt of the first attack. It is said that she became isolated from her consorts and got surrounded by half a dozen ships. She made a brilliant fight. She disposed of more than one of them and by clever maneuvering showed a clean pair of heels. The other superdreadnoughts retired to the assistance of the battle cruisers, which were then faced with the dreadful ordeal of tackling unsupported the flower of the German navy. It is this phase of the fight which will go down as one of the most gallant deeds in British naval history.

"In naval construction you choose between speed and protection. Battle cruisers are built primarily for speed and are not intended to face up to a prolonged fight against heavy armored and heavily gunned ships. Admiral Beatty knew the risks he was to run, but he had to hold the enemy at all costs. He knew the grand fleet was not far behind, and he knew what it meant if he could hold on until Vice Admiral Sir John Jellicoe arrived. What Beatty and his men went through during those hours of inferno no one but themselves can ever realize. Strong men, physically strong and strong of nerves, men who had looked death in the face in naval actions before, shuddered as they thought of it.

"It was like forty thunderstorms rolled into one," said one of them.

"It was as if all the ammunition in Great Britain and Germany had been let off in one-half hour," said another.

"It was hell," was the commonest description of it."

Kept Record of Battle.

A correspondent of the Glasgow Herald writes:

"One man of the fleet who was in the thick of it possesses an odd relic of the fight of his own making—a time table of the battle giving the hours of the different occurrences and written on the back of a treasury note.

"It had all the appearance of one of those elaborate time tables that sporting writers give at the end of their description of some important game, when a dashing three-quarter goes through to score a brilliant 'try' which makes the grand stand rise as one man.

"At present and doubtless hereafter that treasury note will not be exchanged. It is not a scrap of paper with certain monetary value, but a historical document.

"It was soon after 3 o'clock that the battle opened at a distance of 7,000 to 9,000 yards. The German boats, hurrying along at full speed, were mere blots on the surface, moving under their canopy of smoke.

"Among the British battleships which were associated with the battle cruiser squadron in the first phase of the fight none took a more prominent part than the recently completed Warspite. She did not have the same disadvantage as the battle cruisers in the face of the enemy's battle fleet, and she took her full share and more in fight. It is said that to her is due the destruction of at least two German vessels. The measure of protection which she and her three consorts endeavored to afford our battle cruisers by tackling as many German battleships as would face them may account in some measure for the extraordinarily slight damage sustained by those of the battle cruisers which came out of the action.

"To another of the battleships, understood to be the Valiant, is ascribed the sinking of an enemy submarine. The U-boat appeared almost across the track of the battleship after having fired without effect at another British vessel. The Valiant, racing at full speed, rammed the submarine, which sank at once."

"Germans Re-enforced.

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EARL KITCHENER WAS POPULAR IDOL: LOVED BY ALL THE BRITISH PEOPLE

"Man of Iron" Won Fame by His Daring Feats In India and Africa In Quelling Rebellions.

Named Secretary of State For War on Outbreak of Present Struggle and Had Directed Armies.

WHEN Earl Kitchener, British secretary of state for war, lost his life as the armored cruiser Hampshire sank the popular idol of the English people was taken away.

Kitchener had won his popularity by daring feats in India and Africa and on the outbreak of the present war succeeded Premier Asquith as head and directed the affairs of the war office in London. Kitchener made frequent trips to the firing lines in France and was in close touch with all military operations. The Germans had been after Kitchener since the war started, and they knew that he made frequent trips across the channel, but until the other day they always failed.

The "man of iron"—that exactly sums up the character and career of Lord Kitchener. Thorough, resolute and possessing that virtue of virtues—silence—the work Lord Kitchener ac-

complished stamps him as one of the greatest soldiers and administrators Britain has ever produced. Work, not talk, was his motto.

Take the Boer war, for instance. Kitchener went to South Africa in the black days, when Great Britain had suffered a succession of defeats—Stormberg, Magersfontein, Colenso—and British military supremacy was in grave danger. And how the "gentlemen" of the ranks and others hated his methods! Soon letters were arriving in England complaining of his arbitrary ways. He was "making himself hated everywhere," "insulting voluntary officers of noble birth daily," "ruining the organization" and so on. But never a word from Kitchener until he broke the silence with the laconic dispatch, "Send me more men."

And with these he won through.

"I understand," a friend remarked to him as he was about to sail for South Africa, "that you intend to reorganize the transport as soon as you arrive."

"Reorganize?" replied Kitchener. "I am going to organize it." And he did, with the result that the army was able to march on the Boer capital.

It was a cousin of Lord Kitchener who told the story of how the famous field marshal got his first chance. A tall, overgrown lad, nearly six feet one inch in height, he managed somehow to scramble into Woolwich. He was not high in the lists, and no one thought anything about him. After leaving Woolwich young Kitchener was gazetted to the corps of Royal engineers and appointed on the Pales survey—because he knew how to photograph. The authorities at that time wanted some one to go to Pales

day or night would find Lord Kitchener at his post.

During the South African war he seldom had more than three or four hours sleep a day, rising regularly at 4 or 5 o'clock in the morning and working hard until night. Officers knew that Kitchener always meant business. He had no use for regimental ornaments, practical soldiers were what he wanted. One officer in command of a column had not been heard of for some days. Telegrams were sent in all directions to find him bearing two questions: "What are you doing? Have you taken any Boers and how many?"

His grim, laconic humor was well illustrated by his reply on one occasion to the war office authorities who were pressing a certain weapon.

"Keep the gun," he wired. "I can throw stones myself."

No man had a greater faculty for estimating a man's capabilities at a glance. Men did the impossible at a word from him.

"Twelve hours in which to carry this dispatch?" he remarked to an officer on one occasion. "You must do it in six." And the officer, who had asked for twelve hours, did it in five.

Time to Kitchener was everything. While engaged in building a bridge for the advance upon Pretoria the engineering officer, apprehensive of danger to his workmen, hinted his fears to Lord Kitchener, explaining that a different mode of construction would be much safer than the one employed.

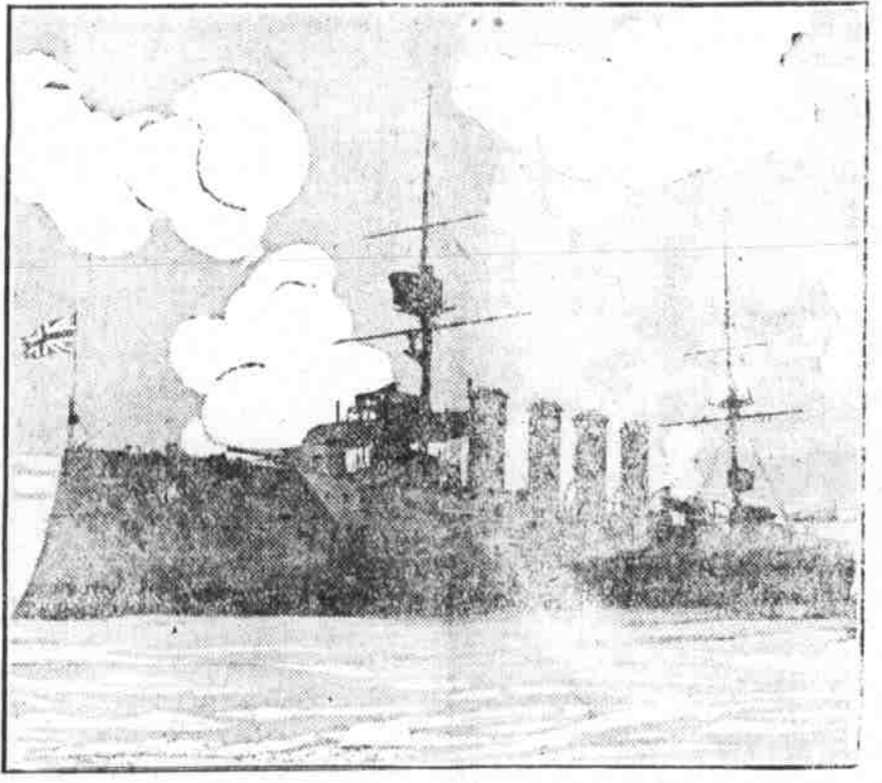
Which, indeed, cost the lives of twenty to thirty men. Kitchener listened patiently and then asked, "How much longer would it take to do the work by this safer method?" "No more than an hour longer, sir." "Very well, do not change the plan. You will continue the work as it is begun."

Curiously enough, Lord Kitchener was a fatalist and on several occasions had expressed some very strong convictions as to his future. During the Sudan campaign he was once warned not to expose himself so recklessly to the enemy while in action. To this remonstrance he replied: "I shall never be killed. When my time comes I shall die peacefully in my bed."

His capacity for work was amazing, and he had no patience with a man less energetic than himself. It was characteristic of him that his first question when he entered the war office as secretary for war was, "Is there a bed in the building?" "No, sir," replied an official. "Then get one," said Lord Kitchener. Then the official knew that

 LIKED SINGLE SOLDIERS.

 Although in his sixty-sixth year Lord Kitchener had the vigor of a man ten years younger. He was straight as a dart, stood six feet two inches, his black hair only slightly tinged with gray. His penetrating gray eyes and stern, cold expression were the terror of army loafers who either "get on or get out." Lord Kitchener was a bachelor. Society he detested. For women he had no time. He dedicated himself to his work and did not believe in the domestic joys of the soldier. All his officers when he commanded the army in Egypt had to be bachelors. He did not want to have men around him sighing for home and wife and children. Those things were not for him.



Photos by American Press Association.
 EARL KITCHENER AND THE CRUISER HAMPSHIRE.

HUSBAND RESCUED DESPAIRING WIFE

After Four Years of Discouraging Conditions, Mrs. Bullock Gave Up in Despair. Husband Came to Rescue.

Patron, Ky.—In an interesting letter from this place, Mrs. Bettie Bullock writes as follows: "I suffered for four years, with womanly troubles, and during this time, I could only sit up for a little while, and could not walk anywhere at all. At times, I would have severe pains in my left side.

The doctor was called in, and his treatment relieved me for a while, but I was soon confined to my bed again. After that, nothing seemed to do me any good.

I had gotten so weak I could not stand, and I gave up in despair.

At last, my husband got me a bottle of Cardui, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardui, the woman's tonic. It has helped more than a million women, in its 50 years of continuous success, and should surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recommend it. Begin taking Cardui today.

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