

THE BEGINNING OF THE END.

Survey of the War in Europe at Close of the Fifth Month.

In any general survey of the history of the great war in its fifth month, the moral rather than the military effect of the operations takes first place. For if the German attack in the opening months might fairly be likened to a forest fire sweeping irresistibly forward over vast districts, ever widening its area of destruction and mounting ever higher in its violence, it is not less patent that, December come, there was east and west in Europe an evident slackening of the fire—growing competence on the part of those whose necessity it was to limit, control, extinguish the blaze.

Looking at the field of operation in December, it was plain that while there had been no success yet in actually extinguishing the conflagration, it had been limited, circumscribed, confined to the narrowest bounds since it broke out. In places it was actually flung back; at no point was it permitted to ravage again many of the districts which it had swept over in the early days of August and September.

In September it was Paris which had been in danger. In October, in November, the German drive for the seacoast, for Calais and Dunkirk, threatened to conquer for the kaiser that "window on the channel" which for all Pan-Germans had been the dream of all dreams, the first step in the series which was to acquire for Germany her "place in the sun."

But if in November and in the terrible battle of Ypres, of Flanders, this German advance had been halted in December it was clear that like the march to Paris the sweep to the channel had been definitely repulsed. From Switzerland to the North Sea the great German offensive had come to a full stop, fallen dead, lost the necessary numbers and force, had sunk to the level of a mere siege operation in which the Germans were more frequently on the defensive, than the offensive, and one by one towns and villages in Flanders, in Artois, in Champagne, which had been captured in the initial drives, were regained by allied advances, advances measured by rods, not miles, achieved in days, not hours.

For this the explanation was to be found rather in the east than the west, for while her western campaign was still at a crisis Germany had again, as before the battle of the Marne, to hurry eastward troops necessary to enforce victory in Flanders to avoid the imminent disaster Russian masses had prepared in Poland. East and west, Russian, French and British armies increased in numbers, in effectiveness, in material, particularly in artillery, while Austrian resources and military value declined still more rapidly than before, and at last there seemed to be the approach of a time when German numbers and courage, German efficiency and skill would no longer avail to keep the battle lines on both fronts outside her own territory.

Looking seaward, too, the decisive defeat of the last German fleet on the high seas—always inevitable, given the superiority of the allied navies—served to emphasize once more how fatally the net was being drawn about the German empire. It served to recall for all Americans the circumstances of the Confederacy, when—Geddyburg lost, and the Atlantic blockade made effective—the superiority in resources and numbers of the North was established, and the Civil war settled down to a process of attrition. Then came destruction by campaigns in which neither skill, devotion, nor valor could avail against numbers, wealth, and sea power.

Thus for the outside world December seemed to mark the beginning of the end, not in the sense that the approach of peace was measurably hastened, not that the prospect of a long and terrible war was banished, but simply in the sense that under the political conditions existing, while the ranks of her enemies remained unbroken, there was no longer any promise of ultimate German victory. Germany's problem henceforth seemed to be one of defense not attack, of endurance not conquest. William II was not to conquer Europe as Napoleon did at Austerlitz. Germany was not to control the continent as France had a little more than a century before. It remained to be seen whether the German emperor could hold Belgium as Frederick the Great had held Silesia, against the combined military strength of Europe.—Frank H. Simonds in Review of Reviews.

Who Said It?

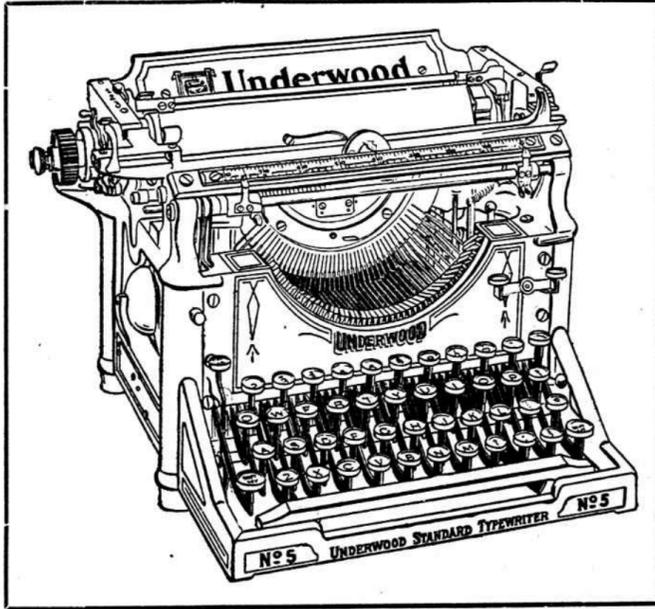
Who said money was scarce? The First National bank of Aurora advertises: "Money to loan to farmers for feeding cattle."—Chicago Tribune.

Bones of the albatross are being used to a very great extent of late as mouthpieces of pipes instead of amber.

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WIRELESS PHONING 100 MILES.

Relayed From Steamer to Herald Square via Wireless Station.

This is the story of the first wireless telephone communication from the bridge of a steamship, 100 miles at sea, to a land station some distance from the coast, as recounted by the New York Herald.

It occurred, says the Herald, when Capt. Gibbs, on board the little freight vessel Tyler, of the Old Dominion line, fitted an ordinary telephone to his lips and called:

"Hello Herald, is that you?"

When he did that the Tyler had passed the Roamer shoal, and was about 100 miles from the Herald wireless station at the battery, where the messages were received and relayed to several points about New York city.

Made Tests Last Year.

In June he succeeded in talking from the Tyler to the Herald station, but at that time the operator on board the steamship spoke directly into the instrument and his voice carried only as far as the battery. Several days later, by simply placing the wireless receivers at the Herald station against the transmitter of an ordinary telephone, a voice from the Tyler was heard at the Herald office, in Herald square, but the sound was indistinct.

Last night Capt. Gibbs spoke from the bridge. The relays that Dr. McCaa has been perfecting, carried his voice into the wireless transmission apparatus on board the Tyler, whence the electrical waves bore it to the Herald wireless station. From there they were again relayed first to Mr. W. D. Terrell, the United States wireless inspector, then to the main office of the Herald, and later to the Brooklyn residence of Mr. H. B. Walker, president of the Old Dominion line.

The Tyler cleared the hook at half past seven o'clock. Long before she began her voyage, everything was made ready in her wireless room, and from that time on until morning, tests were made every half hour. It was about quarter to eleven o'clock when word was passed from the wireless station to the main office of the Herald that Capt. Gibbs was going to talk. This is what the report-

er at the end of that wire heard:

Hear Inventor's Voice.

First came a small army of dots and dashes, in companies of twos or threes, and the faint rumble of a ferry whistle at the battery. Then the voice of Dr. McCaa:

"Are you ready? He's working." After a moment the dots and dashes died away in a faint buzzing, which gradually died out as the vibrations of a human voice began. At first they were little less than vibrations, but as the straining ear became accustomed to them, the letters of the alphabet could be heard.

"D, E, F, G, H," and so on, ever growing stronger, and more distinct they came. Then, faintly again, Captain Gibbs said:

"I will count." And he did, up to 20. The final numbers were heard as distinctly as though the commander of the Tyler were at the Herald wireless station instead of on his bridge well down the coast. No answer could be made to him because so far Dr. McCaa has not installed a transmitting station at the Herald wireless station.

The test to Brooklyn was not so successful. Dr. McCaa was far from being satisfied with the working of his relays and the added interference and resistance of the several switchboards through which the Captain's words had to pass to reach Mr. Walker was too much to be overcome by the intensity of the electrical waves that carried them. Added to this the wireless station at Fort Worth, actuated by a curiosity that was common along the coast, was frantically calling the Tyler to ascertain just what was going on.

Mr. Walker Enthusiastic.

"I could hear his voice," said Mr. Walker later, "but there were too many other noises for me to catch what he said." Mr. Walker is enthusiastic about the possibilities of "bridge to bridge" transmission by wireless telephone as is demonstrated by the whole-hearted manner in which he has placed the Tyler at Dr. McCaa's disposal.

"In time of danger, fog or any of the other perils that beset steamships, the wireless telephone would be a wonder," he said. "I am glad to hear that the experiments of Dr. McCaa are making such fine headway."

Other gratification than the successful working of the bridge communication awaited Dr. McCaa last night. Hardly had Captain Gibbs finished talking with the main office of the Herald before the station at Philadelphia began to call the Tyler. She is known along the coast as the "Wireless telephone boat."

"What are you doing tonight?" Philadelphia asked, and then went on to explain that Captain Gibbs

voice was heard very distinctly here. The distance between the Philadelphia station and the Tyler at this time was about 150 miles, a greater distance than Dr. McCaa has been able to get results from before. The station at Sea Gate also telegraphed to the Herald station describing the clearness with which the voice on the Tyler's bridge was to be heard.

Heard by Steamships.

The Hamilton, of the Old Dominion line, which left New York earlier than the Tyler and is faster than the little freight vessel, reported back to the Herald station that her wireless operator was able to hear Captain Gibbs. She was about 100 miles south of the Tyler at that time.

Numerous amateur stations could be heard calling the Herald. "WHB," and trying to reach the Tyler asking all manner of questions and radiating congratulations to the best of their ability.

The tests on board the Tyler were made throughout the night at intervals of half an hour, and every half hour that passed added to the marvelousness of the accomplishment. During each such period the little Tyler put another half a dozen miles between herself and the Herald station, without apparently diminishing the strength with which the voices of Captain Gibbs of W. G. Wode and Mr. Pearce, Dr. McCaa's assistants on board the freighter.

PULPIT REPORTEE IN 1740-42.

Ministers Like Josiah Dwight Had a Remarkably Keen Sense of Humor.

Jonathan Edwards, the younger, was pastor in New Haven for 25 years and had a decided influence in forming the New England theology. It is not easy to characterize the theology of these sons of the Great Awakening (1740-42); they were all decided Calvinists, modified according to their individual ways of thinking, but they were men of power, and every one contributed to the development of the people in their ideas of personal liberty.

The impression that the sermons were uniformly long and dry is an exaggeration, and there were men of originality and humor in the ministry, like Josiah Dwight, of Woodstock, who said: "If unconverted men ever get to heaven they would feel as uneasy as a shad up the crotch of a white oak."

There was some disagreement between this man and neighboring ministers, and when they met him in the interests of harmony, he prayed that they "might so hitch their horses to gether on earth that they should never kick in the stables of everlasting salvation." Keen wit and sharp repartee characterized the conversation of many.—From "A History of Connecticut," by George L. Clark.

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