

GREATEST WAR IN WORLD'S HISTORY IS ON NOW

Continued from page 1.

tually alone in antagonizing the government's policy. The Guardian, representing the great commercial interest of Lancashire, continues its violent opposition. It says:

"It is mockery to throw on the House of Commons, at a moment's notice and in circumstances of great excitement, the responsibility for deciding on a policy that has been maturing for years."

Viscount Bryce, the former ambassador at Washington, heads the signers of a manifesto expressing the hope that the government has not exhausted the possibilities of diplomacy.

David Lloyd George, chancellor of the exchequer, announced in the House of Commons his scheme for insuring shipping against war risks.

"Because this scheme is promulgated in the midst of an emergency," said the chancellor, "it is not in any sense a panic scheme prepared in an emergency."

The committee of Imperial Defence has labored on the plan for more than a year, he said. Its aim was that in case of war British commerce should not be interrupted by inability to secure war risks, and that to insure that insurance rates should not go so high as to cause any considerable rise in prices.

"We are perfectly convinced," he continued, "that with the protection of the British navy we can make certain of that vital condition."

The work is to be undertaken by the State Insurance Office, with a flat rate premium capable of variation from time to time. The government, he said, was insuring eighty per cent. of the hulls of vessels. In respect to voyages current on the outbreak of war, no premium would be charged, but it would afterwards.

The chancellor expressed the hope that the time for putting the scheme into operation had not arrived, but, if it had, the plan would do something to relieve the anxiety of the shipping of the mercantile world.

A royal proclamation today appealed to all citizens in the present crisis to respect the orders of all military and civil officials, and to render them all assistance in their work.

By another proclamation the government took control of the railways which are to be operated by a committee.

The complete preparedness of the government to place all the machinery of the country on a war footing in which Germany has been supposed to be far ahead of her neighbors, came as a revelation to the people who, in ordinary times are chronic grumblers over the government's supposed backwardness in military organizations.

Vice-Admiral Sir John Jellicoe, in whom the nation reposes the utmost confidence, has been gazetted commander of the British fleets. Field Marshal Earl Kitchener will undoubtedly take charge of the army. The announcement is made that he has been called to the war office for administrative work, without his status being designated, but it is not probable that he would occupy a subordinate position.

CAPT. OF KRONPRINZESSIN CECILIE TELLS OF BIG FIGHT

Special to The Standard.

Bangor, Me., Aug. 4.—Capt. Polock, of the North German Lloyd liner Kronprinzessin Cecilie, which sought refuge in Bar Harbor today from French and British cruisers, having \$10,000,000 in gold and 1500 passengers on board, consigned to England and France, believes that the liner owes her escape to the thick fog bank she ran into shortly after she picked up wireless messages telling her the French fishing Friant, and the British cruiser Essex were in close proximity. She was brought into Bar Harbor by a passenger, Ledyard Blair, of New York, who has a summer home here, and is familiar with these waters.

"We left New York last Tuesday," said Capt. Polock, to the Standard correspondent, and were ordered back to America by wireless from Bremen, when about 850 miles off the English coast. We should have made Plymouth in two more days. The message reached me at 10 p.m., on the night of July 31 and I immediately put back. I did not know where to go, but caught a wireless from Sayville, Long Island, and messages from other ships, saying that we were being watched for by cruisers because of the treasure we had on board consigned to England and France. Every cruiser from other countries was after this ship.

Wireless messages told me at one time I was close by the French fishing cruiser Friant, and the British cruiser Essex. I expected to see their smoke at any time. Then the fog shut in and screened us. We did not dare to send news of ourselves for fear of being located. We got news from the Long Island coast, and as far south as Norfolk, that every ship must keep within the three mile limit, and that we were being watched, so we did not dare to ask by wireless if the route to New York was cleared. I decided to turn and make for Bar Harbor which was nearest and safer than Portland."

The liner rushed through the fog at full speed without lights and without sounding her whistle. The passengers became alarmed and sent a committee to Captain Polock, asking him to blow fog signals and slow down. When he saw the light of the British ship, he ordered the fleet of 28 French fishing vessels, which he turned aside to avoid. Most of the passengers leave here for New York by special trains Wednesday and the gold will be sent there by express. The Kronprinzessin Cecilie has been ordered to remain at Bar Harbor for the present. It is believed it would be unsafe to attempt to take her to Boston without going outside the three mile limit owing to her extreme size.

ORDER TO FIGHT FLASHED TO BRITISH FLEET IN NORTH SEA

London, Aug. 4.—Immediately after midnight King George sent a personal message to the entire battle fleet now sailing against the German armada, cleared for action. It read:

"I have every confidence that the British fleet will revive the old glories of the navy. I am sure that the navy will again shield Britain in this hour of trial. It will prove the bulwark of the empire."

This was the first message sent to the fleet since it cleared from Plymouth harbor and sailed to the secret rendezvous in the North Sea. Ever since the wireless has been silent. No word was permitted to go forth until tonight when the signal for the most tremendous naval battle ever fought sputtered out through the darkness from the great naval wireless station.

SEA FIGHT ON IN MEDITERRANEAN

Paris, Aug. 4.—The German cruiser Breslau is fighting the British ship Dover in the channel of the Mediterranean, according to messages from the French town of Calais. It is one of the principal ports of communication between England and the Mediterranean. Dover is directly across the channel from Calais. The German cruiser Breslau is fighting the British ship Dover in the channel of the Mediterranean, according to messages from the French town of Calais. It is one of the principal ports of communication between England and the Mediterranean. Dover is directly across the channel from Calais.

Bishop's Picnic Proves Most Enjoyable Event

Hundreds of children and grown-ups enjoy fine day in country — Day a large success and everyone happy.



Happy children, marching through streets en route to picnic grounds. Snapped by The Standard staff photographer.

As last year, and years before, the ever popular "Bishop's picnic," an event that is anticipated with glee by young and old, was in every way a success yesterday. Fine weather prevailed throughout the day. All roads led to Torriburn. It seemed, as by hundreds of the children and grown-ups made their way to the depot for the Bishop's grounds. Three trains, those at 10 a. m., 12:45 p. m. and 2:30 p. m., were crowded to capacity; all the passengers, both little and big, bent on enjoying the outing which was sure to end successfully.

The first train, that leaving the depot at ten o'clock, was filled to capacity by about 700 girls and boys, who, in charge of a contingent of an efficient committee, just as happy as were the children themselves, proceeded to the depot, after having mustered at St. Michael's Hall, led by the City Cornet band. It was a fine turnout, and many were the exclamations of admiration as the procession of picknickers, clad in holiday garb and with happy faces, walked in almost martial order towards the first lap in the scene of the day's festivities.

They were accompanied by Revs. W. Duke, M. O'Brien, M. P. Howland, C. J. McLaughlin and D. D. Cormier. The administration of the picnic was in the hands of the Bishop, who in an automobile at the end of the procession.

After the three trains had duly brought the merry throngs to Torriburn there was something doing all the time in the way of genuine enjoyment. At the grounds the "pike" was a prominent feature. Here could be bought for a mere trifle, a balloon, a whip, peanuts and the many other things that go to make up the equipment of a pike of the true sort. Of course there were games and sports, such as racing, skipping, for the girls, jumping for the boys, competitions in the arts of bean tossing, rifle shooting and so on, for those of more mature years, and the host of other forms of amusement, without which no picnic would deserve to be placed on record as a successful event.

Among the various winners of prizes, full particulars of which will be sent to the Standard, were: William O'Keefe, and "Shelley" bean toss, Mrs. William Monahan.

Throughout the afternoon the City Cornet band played selections which added much to the day's enjoyment. There was no hitch in the proceedings, and all voted this year's "Bishop's" picnic as good as its predecessors.

The administration of the picnic was in the hands of the Bishop, who in an automobile at the end of the procession.

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