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A row of buttons and a white frill are used down the front of a dress of water-green tussor, finished at the hem with a pleated green.

The Battle of Jutland.

By FORE TOP In Review of Reviews.
(Concluded.)

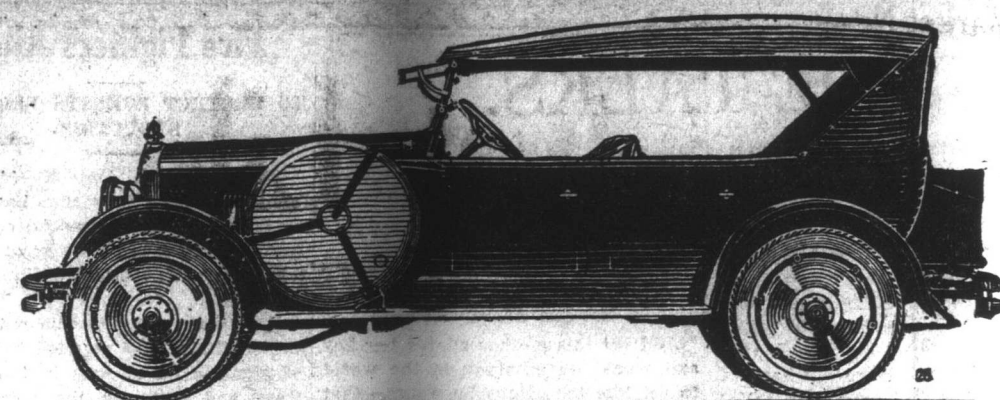
At about 4.45 Jellicoe received his first report that enemy battleships had been sighted, when he signalled the glorious news to his fleet and informed the Admiralty. "Fleet action imminent." Weary months of waiting, and frustrated hopes appeared to be nearing their fruition. At 5.40 Beatty and Evan Thomas were rushing north to join Jellicoe, who was coming south to meet them. Hood was on his way to join Beatty, who was being hotly pursued by Hipper and Scheer, though these latter were still in ignorance that they were being led towards the Grand Fleet and Jellicoe's battleships. As the ships converged the action between Beatty and Evan Thomas and Scheer and Hipper broke out again. Visibility was very bad and mist added to the difficulties, but Hipper began to suffer severely. At 5.56 Beatty at last sighted Jellicoe's battleships and turned so as to force the German battle cruisers away and prevent their seeing our battleships and reporting them to Scheer. A certain amount of confusion existed at this moment owing to errors in reckoning and Jellicoe was very uncertain in which direction he would meet the enemy, and, moreover, he soon found that he was going to meet them much sooner than he expected and had very little time in which to make up his mind what he would do. He was advancing southwards with his battleships in columns and had to make his ships into single line. This could be done by turning either to the eastward or to the westward, to the right or to the left; but which should he do? He did not know where the enemy was, and consequently did not know in which direction to carry out his movement so as to turn towards and not away from the enemy. A mistake would be fatal; a modern fleet action is fought at high speed. To turn away from the enemy might mean that the two fleets would be separating at the rate of 40 miles an hour, and even if only persisted in for a few minutes such an error would prevent effective contact being regained or the range so increased that no damage could be done. Which should he do in the absence of any certainty as to the enemy's exact position? Hipper, by this time, was finding the pursuit of Beatty too hot for him and had turned to run with all speed back to Scheer. Our destroyers attacked his ships furiously as they ran, and a light cruiser, Wesbaden, was badly torpedoed and rendered helpless. Admiral Aschuth, commanding the first cruiser squadron, saw her and bore down to finish her off. It was an action in consonance with the character of this intrepid sailor, but it was also an act of fatal rashness. Hipper's ships quickly concentrated their fire upon his squadron and in a few minutes his flagship, Defence, had disappeared with the total loss of all hands. As the Admiral's flagship was remembered in the service which he loved so well and served so devotedly. He was a man of the loftiest character in whom devotion to duty burnt like a flame making him at times harsh, if not severe, to those in whom the flame burnt less strongly. He died as he would have wished, and in his failure preserved one of the great traditions of the Navy, as did the gallant Cradock in failure also. So far matters had not gone so badly for the Germans, but now, about 6.30 p.m., for the first time Scheer came into sight of our Grand Fleet and realised the risks of his position. Jellicoe had sighted him at 6.14 and at 6.15 ordered the Grand Fleet to deploy to port (his left hand), i.e. away from the enemy. This was the vital decision upon which the fortunes of the battle turned and round which controversy is acute. It was a decision which had to be taken in the most confusing circumstances. He had not expected to sight the enemy where he did, visibility was bad, the roar of battle was

all round him, thick volumes of smoke shut out his view. In deciding to deploy to port he was undoubtedly actuated by the opinion that to deploy towards the enemy and so close the range would be to expose his fleet to severe risk from torpedoes, in which he believed the German ships to enjoy a marked superiority. Tot homines quot, sententiae. The writer is of opinion that the deployment to port was a mistake. It turned the fleet away from the enemy, so much so that sight of the enemy was actually lost. The object of deployment is to bring the greatest number of guns to bear on the enemy. Here was a deployment which took the fleet out of sight of the enemy. Let us look at the result. Out of twenty-seven ships engaged only thirteen fired on the enemy, and but few of them can have been hitting. Our superiority in gun-power could not be used; the decisive moment was missed. By 6.40 the deployment was completed and by this time Beatty, with his battle cruisers, had taken up his station ahead of the Grand Fleet, having been joined by Admiral Hood, who was hotly engaged with three or four of Hipper's ships. Again disaster came with awful swiftness; salvo after salvo struck Hood's flagship, Invincible. Again was seen the roar of flame and the huge column of smoke which had marked the passing of the other two battle cruisers. Another Hood had perished in the service of his country, and with him went all his ship's company save six. By this time in the battle we had lost three battle cruisers and one cruiser while the Germans had lost one light cruiser. Scheer had reason to congratulate himself, but his position was one of extreme danger to extricate himself from; it demanded the execution of a dangerous manoeuvre. Sending out his destroyers to run a thick smoke screen he turned away behind cover of it and was quickly out of range and out of sight of Jellicoe's ships. It was a bold effort by a bold commander and succeeded admirably; his leading ships had been badly hit and some were crippled, but all were seaworthy and he might well hope to get his fleet home intact. It was impossible for Jellicoe to tell in which direction the enemy was now steaming; he could but hazard an opinion and steam accordingly to cut off their retreat. An hour of daylight remained, and at 1.5 Beatty reported "enemy to the westward." Jellicoe at once turned to close them, at 7.8 fire was reopened, and by 7.16 our whole battle fleet was in action firing at from 9,000 to 12,000 yards on the German battle cruisers, and on the leading German battleships. Again Scheer sent out his destroyers, and again behind their smoke screen he turned away. But this time conditions were not so favourable for the manoeuvre. Something more had to be done, something had to be risked, and he ordered his battle cruisers to press home an attack, under cover of which his battleships might escape. It was a desperate enterprise for Hipper's battle cruisers, but it was carried out with the greatest gallantry and succeeded. By 7.20 Scheer had once more turned away and once more falling light prevented Jellicoe from knowing in which direction to follow. Beatty, however, was able to maintain touch with the enemy, and at 8.15 was again with them, and inflicting tremendous damage. His reports of the enemy's position enabled Jellicoe to put himself between the German fleet and its base. He then had to decide if he would fight a night action and decided against doing so, but to concentrate upon putting himself into a favourable position for renewing the fight at daybreak. Into the events of that fateful night we will not enter here. Under conditions of the utmost difficulty and uncertainty our destroyers and light cruisers displayed the greatest heroism and enterprise, but there is much room for criticism of the dispositions made. The German

battleship Pommern and the light cruisers Franke, Ribbing, and Rostock were sunk or abandoned during the hours of darkness, as was the battle cruiser Lutzow. Day dawned, the first of June, date of immortal memory for the British Navy, and even in the midst of his pre-occupations we cannot doubt but that in Jellicoe's mind ran thoughts of Howe and his great victory. Was the day to prove another and a greater "Glorious First of June"? Alas! It was not to be. The light came but no sight of the enemy rewarded the watchers. Boldly and skilfully Scheer had shaken off the pursuit, and by 6.30 his ships were home and safe. My 10.45 Jellicoe had abandoned hope and informed the Admiralty further search was useless. At 11 o'clock he turned and shaped course for Scapa. Never again was the German battle fleet sighted until it came out to surrender.

The writer is well aware of the many deficiencies in this article. Much that is important has been omitted with a view to affording a clear outline of the events no reference has been made to the work of the destroyers and light cruisers. The narrative has been confined to the movements of the battleships and battle cruisers which form a framework into which the work of the light forces can be fitted. One example will suffice to exemplify the devotion which animated these craft. The destroyer Shark led an attack upon a German light cruiser squadron and coming under a hail of fire was disabled and had to be stopped. The German cruisers turned to chase another ship and Shark had a slight respite, but was again attacked, as she lay unable to move, by some German destroyers. Commander Loftus Jones, had his leg shot away, but urged on his men to fight the one gun which could still fire until the Shark went down with the colours flying in the midst of the greatest sea battle ever fought. An able seaman survived has told the story in language which is most moving because of its utter simplicity. The gaff on which the ensign was flying was shot away, and Captain Jones, seeing the ensign hanging down the mast, asked what was wrong with the flag, and appeared greatly upset as he lay on the deck wounded. Twice he spoke of it. Then I climbed and unbent the ensign from the gaff and hoisted it on the yard arm. Commander Jones seemed to be less worried when he saw the flag hoisted again."

What are the conclusions to be drawn from the battle? At the time the Admiralty issued a very misleading communique; public opinion felt something was wrong, and wounded from the fleet were met with signs of disapprobation when they landed at Rosyth. This was unfair, but public opinion was not altogether at fault; accustomed as this country is to naval victory on the grand scale Jutland must be regarded as inconclusive and disappointing. Jellicoe was set on of the most supreme tasks ever set mortal man. To handle that huge fleet of enormous ships at high speed, to have vital decisions to make in a few seconds under conditions of noise, uncertainty, and baffling light, all these things must be borne in mind when commenting upon what he did. Viewing the action in the calm of the study one can see certain obvious mistakes. He had organized his fleet upon too rigid and inflexible a scheme; little scope for initiative was left to the individual commander. The destroyers, commanded and manned by men filled with ardour and daring, were condemned to act too much upon the defensive, and were not allowed to play the part they should have in bringing up the German torpedo attacks which the Commander-in-Chief so much dreaded. Upon the whole, the German Admiral handled his destroyers more effectively. Certain beliefs which greatly affected Jellicoe's handling of the action were, in fact, unfounded. Amongst those may be mentioned his view that some of the German ships were armed with a larger gun and that others had a higher speed than was actually the case. He exaggerated also the possibility of the Germans being able to



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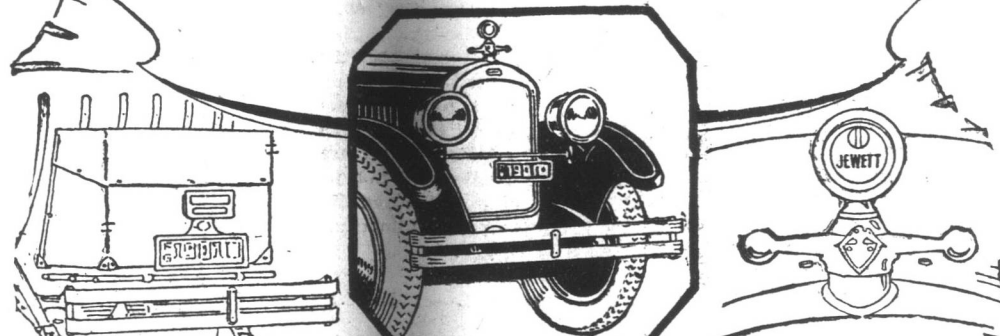
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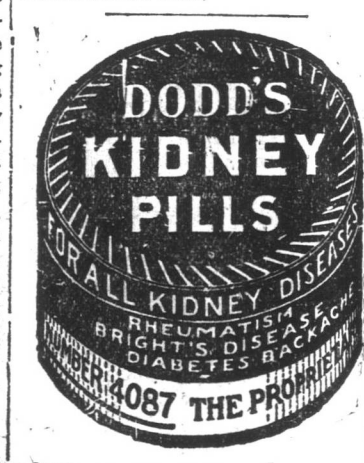
employ mines and submarines in a fleet action, and he over-estimated the range of the German torpedo. It must be agreed that he was severely hampered by the scanty and inaccurate information which he received relative to the position of the German battle fleet, but he had his own destroyers and light cruisers available and might well have made more use of them to gain intelligence. More over when the anxious moment of deployment came, he had one certain piece of information available; he could see Beatty in the Lion engaging the enemy, and to march toward the sound of the cannon is no bad maxim when uncertain. The handling of the fleet during the night is open to very serious criticism indeed, but the consideration involved are extremely

technical. To keep in touch with the flying enemy was no light task, but the efforts to do so do not appear to have been sufficiently resolute, and the destroyers and light cruisers were starved of the information they required. It may also be noted that at 10.41 p.m. a signal from the Admiralty gave the course along which the place in the blood were expounded by physiologists at the British Association here to-day by Dr. D. Van Slyke of the Rockefeller Institute, eminent biochemist. In examining the chemical constituents of the blood stream, Dr. Van Slyke has found changes in acidity and alkalinity which take place, and the effects of changes in pressure of the two important blood gases, oxygen and carbon dioxide, correspond closely to exact mathematical laws.

pon did not fall to the ardent Battle with his genius for battle.

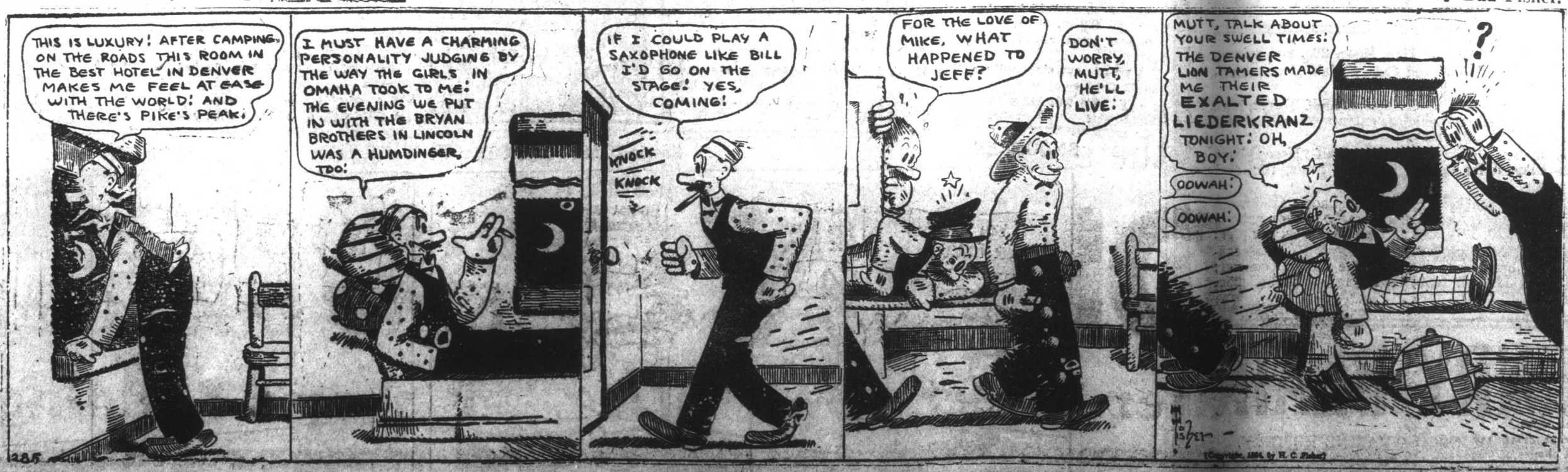
Keeps Tab on Gases in the Blood Stream

Toronto, Ont., Aug. 12.—Practical mathematical Formulae which express some of the finer changes which take place in the blood were expounded by physiologists at the British Association here to-day by Dr. D. Van Slyke of the Rockefeller Institute, eminent biochemist. In examining the chemical constituents of the blood stream, Dr. Van Slyke has found changes in acidity and alkalinity which take place, and the effects of changes in pressure of the two important blood gases, oxygen and carbon dioxide, correspond closely to exact mathematical laws.



By Bud Fisher.

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