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of the adventure to place swift commerce-destroying cruisers on the Atlantic. The fact that Germany recently, under pressure from Washington, reluctantly had abandoned her submarine warfare upon enemy and neutral shipping may have imposed the necessity to devise other means to disturb the tightening blockade, whose severity the *Möwe* incident itself accentuated.

But, on the whole, the 'enterprise directed northward' associates itself most obviously with a Teutonic disposition, which the war has exposed more than once, to obtain a political effect by theatrical means. Obviously, and without reflection upon the bravery of the German High Sea Fleet, a formal engagement with the Grand Fleet was the last thing it desired, except upon terms not likely to be afforded it. It is therefore not an extravagant supposition that the assembling of the Fleet for the first time in full panoply, reinforced by all the resources of German shipyards over a prolonged period of industrial activity and naval quietude, was intended primarily for home encouragement, as a fiscal lever, and for the impressing of neutrals. The unchallenged sweep of the second of the world's navies from its North Sea ports through the Skager Rack into the mined waters that protect its Baltic base at Kiel would afford an indisputable evidence *urbi et orbi* of Teutonic vigour and vitality, even upon the element of the arch-enemy. A vigorous naval offensive in the Baltic may have been contemplated as the conclusion of the adventure.

But whatever its inspiration, the 'northward enterprise' resulted in the first fleet action fought by the German navy in its brief history (a fact which accounts for Germany's deportment after the event), the first fought by the British navy since Trafalgar. Readers of the dispatches printed in these pages will have no