

JELlicoe TELLS STORY OF THE JUTLAND FIGHT

Official Report Claims Minimum of Seventeen
German Ships Sunk.

Highest Tribute to Bravery and Heroism of
Officers and Men.

GERMAN LOSSES IN JUTLAND FIGHT.

Two battleships of the Dreadnought type.
One battleship of the Deutschland type.
The battle-cruiser Lutzow.
One battle-cruiser of the Dreadnought type.
One battle-cruiser so badly damaged its return was doubtful.
Five light cruisers seen to sink (one possibly a battleship).
Six destroyers seen to sink.
Three destroyers so badly damaged it is doubtful if they reached port.
One submarine sunk.

London, July 7.—"Be pleased to inform the Lords Commissioners of the Admiralty that the German high seas fleet was brought to action on the 31st of May, 1916, to the westward of Jutland bank, off the coast of Denmark."

In these words Vice-Admiral Sir John R. Jellicoe, commander-in-chief of the home fleets, opens his report to the Admiralty on the battle over which there has been so much discussion.

"The battle-cruiser fleet, gallantly led by Vice-Admiral Beatty, and admirably supported by the ships of the fifth battle squadron, under Rear Admiral Evan-Thomas, fought the action under, at times, disadvantageous conditions, especially in regard to light, in a manner that was in keeping with the best traditions of the service," Admiral Jellicoe continues.

Without maps and charts many of the details of the report cannot be made clear. It states that "the list of ships and commanding officers which took part in the action has been withheld from publication for the present in accordance with the usual practice."

Admiral Jellicoe estimates the German losses at two battleships of the Dreadnought type; one of the LIST IS A MINIMUM NUMBER. Deutschland type, which was seen to sink—one of them possibly a battleship; six destroyers, seen to sink; three destroyers so damaged that it was doubtful if they would be able to reach port, and a submarine sunk. Commenting on this, Admiral Jellicoe says:

"The conditions of low visibility under which the day action took place, and the approach of darkness, enhanced the difficulty of giving an accurate report of the damage inflicted on the name of the ships sunk by our forces, after a most careful examination of the evidence of all the officers who testified to seeing enemy vessels actually sunk, and personal interviews with a large number of these officers, I am of the opinion that the list shown in the enclosure gives the minimum numbers, though it is possible it is not accurate as regards the particular class of vessel, especially those which were sunk during the night attack. In addition to the vessels sunk, it is unquestionable that many other ships were very seriously damaged by gunfire and torpedo attack.

"The enemy fought with the gallantry that was expected of him. We particularly admired the conduct of those on board a disabled German light cruiser which passed down the British line shortly after deployment under a heavy fire, which was returned by the only gun left in action. The conduct of the officers and men was entirely beyond praise."

The hardest fighting fell to the battle-cruiser fleet, says Admiral Jellicoe, the units of which were less heavily armored than their opponents, and he expresses high appreciation of the handling of all the vessels, and commands Admirals Burney, Jerram, Sturdee, Evan-Thomas, Duff and Leveson, and continues:

BEATTY'S FINE LEADERSHIP.
"Vice-Admiral Sir David Beatty once again showed his fine qualities of gallant leadership, firm determination and correct strategic fighting. He appreciated situations at once on sighting the first enemy's lighter forces, then his battle-cruisers, finally his battleships."

Vice-Admiral Beatty's report to Admiral Jellicoe particularly mentions the work of the Engadine, Commander Robinson, which towed the Warrior 75 miles during the night of May 31. He speaks glowingly of the splendid control and drill which prevailed aboard the British ships.

"Our superiority over the enemy in this respect was very marked, their efficiency becoming rapidly reduced under punishment, while ours was maintained throughout."

FORTITUDE OF WOUNDED.

"The fortitude of the wounded was admirable. A boy of the first class, John Travers Cornwall, of the Chester, was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post quietly awaiting orders until the end of the action, with the gun's crew dead or wounded all around him. His age was under sixteen and a half years. I regret that he has since died. I recommend his case for special recognition, in justice to his memory and as an acknowledgment of the high example set by him."

Extracts from Vice-Admiral Beatty's report give the course of events before the battle fleet came on the

scene of action. At 2.20 o'clock in the afternoon the Galatia reported the presence of enemy vessels. At 2.35 o'clock considerable smoke was sighted to the eastward. This made it clear that the enemy was to the northward and eastward, and that it would be impossible for him to round Horns Reef without being brought to action. The course of the British ships consequently was altered to the eastward and subsequently north-eastward.

The enemy was sighted at 3.31 o'clock. His force consisted of five battle-cruisers. Vice-Admiral Beatty's first and third light cruiser squadrons, without awaiting orders, spread eastward forming a screen in advance of the battle-cruiser squadron under Admiral Evan-Thomas, consisting of four battleships of the Queen Elizabeth class. The light cruisers engaged the enemy and the cruiser squadron came up at high speed, taking station ahead of the battle-cruisers. At 3.30 o'clock Vice-Admiral Beatty increased the speed to 25 knots and formed the line of battle, the second battle-cruiser squadron forming astern of the first with two destroyer flotillas ahead.

Vice-Admiral Beatty then turned east-south-east, slightly converging on the enemy, now at a range of 23,000 yards. The fifth battle-cruiser squadron was then bearing north-north-west 10,000 yards distant. The visibility was good. Continuing his report, Vice-Admiral Beatty said:

"The sun was behind us. The wind was southeast. Being between the enemy and his base our situation was both tactically and strategically good."

OPENED FIRE SIMULTANEOUSLY.

"Both forces opened fire simultaneously at 3.48 at a range of 18,500 yards. The course was altered southward, the enemy steering parallel distant 18,000 to 14,500 yards. The fifth battle-squadron opened fire at a range of 20,000 yards at 4.08. The enemy fire then seemed to slacken. Although the presence of destroyers caused inconvenience on account of smoke, they preserved the battleships from submarine attack.

"Two submarines being sighted, and a flotilla of ten destroyers being ordered to attack the enemy with torpedoes, moved out at 4.15 o'clock simultaneously with the approach of German destroyers. The attack was carried out gallantly with great determination. Before arriving at a favorable position to fire torpedoes, they intercepted an enemy force consisting of one light cruiser and 15 destroyers. A fierce engagement at close quarters ensued and the enemy was forced to retire on their battleships, having two destroyers sunk and their torpedo attack frustrated. Our destroyers sustained no loss, but the attack on the enemy cruisers was rendered less effective."

"The Nestor, Nomad and Mineator, under command of Edward Bingham, pressed the attack on the battle-cruisers and fired two torpedoes. Being subjected to a heavy fire at 3,000 yards, the Nomad was badly hit and remained between the lines. The Nestor also was badly hit, but was afloat when last seen."

"From 4.15 to 4.43 o'clock the conflict between the battle-cruiser squadrons was fierce and the resolute British fire began to tell. The rapidity and accuracy of the German fire depreciated considerably. The third German ship was seen to be afloat. The German battle fleet was reported ahead and the destroyers were recalled."

"Vice-Admiral Beatty altered his course to the northward to lead the Germans toward the British battle-fleet. The second light cruiser squadron closed to 13,000 yards of the German battle-fleet, and came under heavy but ineffective fire. The fifth battle-squadron engaged the German battle-cruisers with all guns, and about 5 o'clock came under the fire of the leading ships of the German battle-fleet."

CONDITIONS GROW UNFAVORABLE.

The weather became unfavorable, Vice-Admiral Beatty's ships being silhouetted against a clear horizon to the Germans, whose ships were mostly obscured by mist.

Between five and six o'clock the action continued at 14,000 yards on a northerly course, the German ships receiving very severe punishment, one battle-cruiser quitting the line, probably acting on information from their light cruisers which were engaged with the third battle-cruiser squadron or from Zeppelins, which possibly were present.

At 5.56 o'clock the leading ships of the British battle fleet were sighted bearing north, distant five miles. Vice-Admiral Beatty thereon proceeded east at greatest speed, bringing the range to 12,000 yards. Only three German battle-cruisers were then visible, followed by battleships of the Koenig class.

Vice-Admiral Jellicoe then takes up the story of the battle fleet. Informed that the Germans were sighted, the fleet proceeded at full speed on a southeasterly course during two hours before arriving on the scene of the battle. The steaming qualities of the older ships were severely tested. When the battle fleet was meeting the battle-cruisers and the fifth battle squadron, great care was necessary to

ensure that the British ships were not mistaken for the German warships.

ENGAGED BATTLE FLEET.

Vice-Admiral Beatty reported the position of the German battle fleet at 6.15 o'clock. Vice-Admiral Jellicoe then formed the line of battle, Vice-Admiral Beatty meantime having formed the battle-cruisers ahead of the battle fleet, and the fleets became engaged. During the deployment the Defence and Warrior were seen passing between the British and German fleets under heavy fire. The Defence disappeared, and the Warrior passed to the rear, disabled.

Vice-Admiral Jellicoe considers it probable that Sir Robert K. Arbuthnot, the rear-admiral who was lost on board the Defence, was not aware, during the engagement with the German light cruisers, of the approach of their heavy ships owing to the mist, until he found himself in close proximity to the main German fleet. Before he could withdraw his ships were caught under a heavy fire and disabled. When the Black Prince, of the same squadron, was sunk was not known, but a wireless signal was received from her between 8 and 9 o'clock.

Owing principally to the mist, it was possible to see only a few ships at a time. Toward the close of the battle only four or five were visible and never more than eight to twelve.

The third battle-cruiser squadron, under Rear-Admiral Horace Alexander Hood, was in advance of the battle fleet and ordered to reinforce Vice-Admiral Beatty. While en route, the Chester, Captain Lawson, engaged three or four German light cruisers for twenty minutes. Despite many casualties, her steaming qualities were unimpaired.

TRIBUTE TO ADMIRAL HOOD.

Describing the work of the third squadron, Vice-Admiral Beatty said Rear-Admiral Hood brought it into action ahead of the Lion "in the most inspiring manner worthy of his great naval ancestors." Vice-Admiral Hood at 6.25 was only 9,000 yards from the leading German ship and the British vessels poured a hot fire into her and caused her to turn away. Vice-Admiral Beatty, continuing, reports:

"By 6.50 o'clock the battle cruisers were clear of our leading squadron and I ordered the third battle cruiser squadron to prolong the line astern and reduced the speed to 18 knots. The visibility at this time was very indifferent, not more than four miles, and the enemy ships were temporarily lost sight of after six p.m. Although the visibility became reduced, it undoubtedly was more favorable to us than to the enemy. At intervals their ships showed up clearly, enabling us to punish them very severely and to establish a definite superiority over them. It was clear that the enemy suffered considerable damage, battle cruisers and battleships alike. The head of their line was crumpled up, leaving their battleships as a target for the majority of our battle cruisers. Before leaving the fifth battle squadron was also engaging the battleships."

"The report of Rear-Admiral Evan-Thomas shows excellent results were obtained. It can safely be said that his magnificent squadron wrought great execution."

ACTION LASTED TWO HOURS.

The action between the battle fleets lasted intermittently from 6.17 to 8.20 o'clock at ranges between 9,000 and 12,000 yards. The Germans constantly turned away and opened the range under cover of destroyer attacks and smoke screens, as the effect of the British fire was felt, and alterations of course, from south-east by east to west, in an endeavor to close up, brought the British battle fleet, which commenced action in an advantageous position on the German's bow, to a quartering bearing from the German battle line, but placed Vice-Admiral Jellicoe between the Germans and their bases.

ENEMY SHIPS CONSTANTLY HIT.

Vice-Admiral Jellicoe says "During the somewhat brief periods that the ships of the high sea fleet were visible throughout the mist, a heavy and effective fire kept up by the battleships and battle cruisers of the Grand Fleet caused me much satisfaction. The enemy vessels were seen to be constantly hit, some being observed to sink out of the line. At least one sank. The enemy's return fire at this period was not effective, and the damage caused to our ships was insignificant."

Vice-Admiral Beatty reported that he did not consider it desirable or proper to engage the German battle fleet during the dark hours, as the strategic position made it appear certain he could locate them at daylight under more favorable circumstances.

Vice-Admiral Jellicoe reports that, as anticipated, the Germans appeared to have relied much upon torpedo attacks, which were favored by low visibility and by the fact that the British were in the position of a following or chasing fleet. Of the large number of torpedoes apparently fired, only one took effect, and this was upon the Marlborough, which was able to continue in action.

The fourth squadron, led by the flagship Iron Duke, engaged a squadron consisting of the Koenig and Kaiser classes, with battle cruisers and light cruisers. The British fire was effective, although a mist rendered range-taking difficult. The Iron Duke fired on a battleship of the Koenig class at 12,000 yards. The hitting commenced at the second salvo, and only ceased when the target turned away. Other ships of the squadron fired principally at German ships as they appeared out of the mist, and several of the German vessels were hit.

KOENIG CLASS ENGAGED.

The second squadron, under Admiral Jerram, engaged vessels of the Kaiser or Koenig classes, and also a battle cruiser, which apparently was severely damaged. A squadron under the command of Rear-Admiral Heath, with the cruiser Duke of Edinburgh, acted as a connecting link between the battle fleet and the battle cruiser fleet, but did not get into action.

The German vessels were entirely out of the fight at 9 o'clock, says the report.

The British heavy ships were not at-

tacked during the night, but three British destroyer flotillas delivered a series of gallant and successful attacks, causing heavy losses.

Concluding his account of the battle, Vice-Admiral Jellicoe wrote:

"At daylight on the first of June, the battle-fleet being southward of Horns Reef, turned northward in search of the enemy vessels and for the purpose of collecting our own cruisers and torpedo-boat destroyers. The visibility early on the first of June was 3 to 4 miles less than on May 31, and the torpedo-boat destroyers being out of visual touch, did not rejoin the fleet until 9 a.m. The British fleet remained in the proximity of the battle-field, and near the line of approach to German ports until 11 a.m. in spite of the disadvantage of long distances from fleet bases and the danger incurred in waters adjacent to the enemy's coasts from submarines and torpedo craft."

"The enemy, however, made no sign and I was reluctantly compelled to the conclusion that the big sea fleet had returned into port. Subsequent events proved this assumption to have been correct. Our position must have been known to the enemy as at 4 a.m. the fleet engaged a Zeppelin about five minutes, during which time she had ample opportunity to note and subsequently report the position and course of the British fleet."

"The fleet was fueled, replenished its ammunition and at 9.30 p.m. on the second of June, was reported ready for further action."

SHORT ITEMS OF THE NEWS OF THE DAY

British Columbia General
Elections Sept. 14, Nom-
inations Aug. 3.

PEERAGE FOR GREY

Two More Lakes Freighters
Transferred to the
Atlantic.

Lindsay, Ont., has been chosen as the site for Dominion Arsenal, No. 2. Rev. Dr. Chown, General Superintendent of the Methodist Church, has been made an Honorary Colonel.

An impressive memorial service for the late Brig.-Gen. M. S. Mercer was held in St. Paul's Church, Toronto.

Austria will comply fully, but not promptly, with the demands of the United States in the Petrolite case.

Samuel Wesley, a prominent citizen of Barrie, for many years publisher of The Advance, is dead, at the age of 65 years.

The ratepayers of Sault Ste. Marie voted down a proposal to bring water from Coldwater Creek, at a cost of \$400,000.

Mrs. Mary A. J. Muir, widow of Alexander Muir, composer of "The Maple Leaf," died at the Toronto Cottage Hospital.

A court of enquiry will be held shortly to investigate the escape of three prisoners from the Fort Henry internment camp.

The King has decided to confer a peerage upon Sir Edward Grey, Secretary of Foreign Affairs, according to the Daily Chronicle.

The Danish steamer Flora, bound for England, has been captured off Elsinore by a German destroyer. The steamer was taken to Swinemunde.

Major Hamilton Gault, who has arrived at a London, Eng., western hospital, is still in a serious condition, and is not allowed to see visitors.

Two more upper lakes freighters, the Wahconda and Ferdona, have been transferred to the Atlantic Ocean service, making thirty-three since the war started.

One man was killed and the lives of many others were in grave danger when a steel bridge under construction at Donnacona, on the C. N. R., near Quebec, collapsed.

W. A. Bew, who pleaded guilty before Judge Winchester in Toronto to the theft of \$4,668 and \$597 from the firm of Dewar, Hodgson & Maw, by whom he was employed as a clerk, was sentenced to serve three years in the penitentiary.

Harry Ritchie, four-year-old son of Pte. Ritchie, a wounded soldier who recently returned home, fell downstairs in the darkness at his home, London, and sustained injuries which may prove fatal.

Premier Bover, of British Columbia, announced that the date of the Provincial elections would be September 14, with nominations August 3. The new law provides that six weeks shall elapse between the nominations and the elections.

The American steamer Wilhelmna, from New York for Rio Janeiro, via Barbadoes, was sunk at Rio Janeiro in a collision with the Brazilian naval transport Sargento Albuquerque. It is not believed that any lives were lost.

James G. Cannon, for many years one of New York's leading bankers, and widely known for his constructive work in financial circles, died at his country home at Golden Bridge, N. Y. He had been ill several weeks. He was 58 years of age.

HULL TO SUPPLY BEER TO ONT.

Ottawa, Ont. Report.—Quebec towns near the Ontario boundary are now the Mecca of Ontario brewers, who plan to keep part of their Ontario trade even after prohibition comes into effect on September 10th. Agents of Western Ontario brewery firms are in the city looking for a place in Hull by which they will provide Ottawa with cooling beverages after the edict of the Ontario Government goes into effect. Nearly every Western brewery has secured a location for a warehouse in Hull.

SECOND PHASE OF GREAT DRIVE OF HUNS OPENED

Artillery is Again Hammering
Their Defenses

British Take 1,000 Yards of
Trenches.

A London Cable says—The second phase of the great battle on the western front has now begun. The artillery has been brought up to new positions, and is again battering the German defenses. The bombardment extends as far northward as La Bassée and Armentières, and, according to the latest unofficial advices, is particularly intense. British long-range guns are shelling the German positions and the roads in their rear, and, until the infantry again leaves the trenches, it will be uncertain where the next attacks are to be launched.

In addition to inflicting losses on the Germans in men, guns, and territory, the Anglo-French offensive is reported to have compelled them to withdraw some of their forces from the Verdun front. Consequently it is expected in London that the army which for nearly five months withstood the German attacks in that region will have some relief from continual fighting.

On the eastern front the Russians, who now apparently have even a better supply of guns and ammunition than their adversaries, seem to pass from one phase to the next without intermission. General Letohitsky's army, which conquered Bukovina and cut the railway between Delatyn and Korosmezo, is advancing in an effort completely to overcome the Austrian forces on that front. General Kaledones is continuing to deliver heavy strokes against the Austrians and Germans in full swing, the Russians to the north have inaugurated an offensive from Riga to Baranovichi. Along the northern end of the line, from Riga to Dvinsk, a great bombardment has begun, while from a point east of Vilna to Baranovichi artillery preparation was followed by infantry attacks, in which the Russians report they made many prisoners, repulsing German counter-attacks. Near Smorgon the Russians and Germans also are engaged in a severe struggle.

Roumania, it is said here, is awaiting some move by the Entente forces at Saloniki. The near east is interested in the battles throughout the Caucasus and Mesopotamia. The Russian army, which was advancing toward Bagdad has fallen back some eighty miles under pressure from great Turkish forces which were brought against it, but elsewhere from the Black Sea to the Persian frontier the Russians, according to their own statements are more than holding their own. No news has been received recently from the British army in Mesopotamia, but it is believed inactivity has been enforced by the great heat.

BIG GAIN BY BRITISH.

London, July 7.—Capture by the British of a German trench on a front of 1,400 yards east of La Boisselle, in the Somme region, was announced officially to-day.

London, July 7, 2.45 p. m.—The British resumed the offensive on certain sectors east of Albert at dawn to-day. At the same time the Germans launched heavy attacks on the British trenches near the Ancre. Violent fighting is now in progress.

"In the vicinity of Ovillers and Contalmaison, as well as near La Boisselle, the British made progress. In the region of Thiepval the Germans regained a section of the lost ground."

A statement follows: "This morning, in certain sectors of the battle-field east of Albert, we resumed a vigorous offensive at dawn. The Germans at the same time launched heavy attacks on our new trenches in the vicinity of the Ancre and north of Fricourt, with the result that violent fighting is now in progress along the whole front between the Ancre and Montauban."

"Up to the present several important tactical successes have been gained by our infantry in the vicinity of Ovillers, La Boisselle and Contalmaison, but northwest of Thiepval the enemy succeeded temporarily in regaining two or three hundred yards of lost ground."

The operations of last night, before the resumption of the offensive reported in the foregoing statement are described in an earlier official communication, as follows:

"Last night the enemy heavily bombarded our new positions at Bernafay wood and Montauban and near La Boisselle, using in some places lacrymatory shells. Last night at La Boisselle, after severe fighting in which the enemy suffered heavy casualties, we captured another trench on a front of 1,000 yards, where we are now firmly established."

"Southwest of Thiepval a determined attack on our new lines was completely crushed."

"The enemy's artillery was particularly active in the Loos salient and opposite Hulluch. Our artillery shelled the enemy's communication trenches and billets at various places. We successfully sprang two mines opposite Auchy and Hulluch."

THE FRENCH REPORT.

Paris, July 7.—Quiet prevailed last night on both sides of the Somme river, says to-day's War Office statement.

"The artillery of both sides was active on the left and right banks of the Meuse, especially on the Triaumont earthwork and in the Fleury and Chenois sections. A small German attack on the French trenches at the Le Pretre woods failed."

German aeroplanes yesterday dropped bombs on the open town of Lure, killing eleven persons, all of whom, except one, were women or children. Two German machines were brought down near Meslères.

The text of the statement follows: "The night passed quietly on both sides of the Somme river."

"On the left bank of the River Meuse there was an intermittent bombardment last night, while on the right bank the artillery fighting became very violent in the vicinity of the Thiaumont work and in the sectors of Fleury and Chenois. At the Le Pretre wood the enemy yesterday delivered a small attack upon one of our trenches, but they were at once driven out of the position where they succeeded in gaining lodgment. In this same sector a surprise attack by us was in all respects successful along a front of 200 yards. Our grenade throwers cleaned out the trench of the enemy and we brought back some prisoners."

"German aeroplanes yesterday threw down several bombs on the open town of Lure. Eleven persons were killed and three were wounded. With the exception of one soldier, all the victims were either women or children. This was an act of reprisal for our aerial activity of July 6th, when one of our air squadrons threw down with success forty bombs. On the return trip there were a number of engagements with German machines, in which our escorting aeroplanes took part. Two German machines were brought down, one near Meslères and the other in the region of Leffincourt."

HUNS IN BAD WAY.

Neutral Diplomatist Tells of
Their Food Problems.

London Cable.—A neutral diplomatist stationed in Germany, who recently visited London, informed his colleagues here that it was impossible to give an exaggerated description of the depth and breadth of the public's desire for peace.

The food scarcity was becoming serious, he said, and the population generally was unmistakably showing evidence of underfeeding. In one of the greatest German cities—not Berlin—at a hotel whose name is familiar to thousands of Americans, a neutral which he wished to give for a few friends, though his requirements were most modest.

A Copenhagen despatch says: The newspaper Hvalda of Schleswig states German bread is not eatable, as it contains purified potatoes. Offal in the soap being used is causing many diseases, particularly among children.

MUNITIONS HEAD.

Edwin Montagu to Succeed
Lloyd George?

London Cable.—Edwin Samuel Montagu is to succeed David Lloyd George as Minister of Munitions, according to the Daily Telegraph.

Edwin Samuel Montagu, at present Chancellor of the Duchy of Lancaster, formerly was financial secretary to the Treasury. He was born in 1879, and is one of the youngest members of the Asquith family. He is a Jew, and a cousin of Herbert Samuel, President of the Local Government Board. His elder brother, Baron Swaythling, is head of the London banking firm of Samuel Montagu & Co.