

# BEST TRADITIONS OF NAVY UPHELD IN JUTLAND FIGHT

(Continued from page 1)

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 and 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 3.20 o'clock Vice-Admiral Beatty increased the speed to 25 knots and formed the line of battle, the second battle cruiser squadron forming a stern of the first, with two destroyer flotillas ahead.

Vice-Admiral Beatty then turned east-southeast, slightly converging on the enemy now at a range of 23,000 yards. The fifth battle cruiser squadron was then bearing north-northwest, 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. Fight at Range of 18,500 Yards.

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 15,000 to 14,500 yards. The fifth battle cruiser 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 spruced the battleships from submarine attacks. "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 appearance 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 Minotaur, under Commander 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 afire. 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.

Mist Obscured Enemy Ships. 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 5 and 6 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 considerably damaged. At 5.35 o'clock the Germans were gradually hauling eastward and receiving severe punishment at the head of the line, probably 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 ships were then visible, followed by battleships of the Koenig type.

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 south-east by south 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 fifth battle squadron great care was necessary to insure that the British ships were not mistaken for the German warships. 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 fleet 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

light under more favorable circumstances.

## Germans Built Hopes on Torpedo Attacks.

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-finding difficult. The Iron Duke fired on a battleship of the Koenig class at 13,000 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.

## The Third Squadron.

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 20 minutes. Despite many casualties her steaming qualities were unimpaired.

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 p. m. was only 8,000 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 battle 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 also was engaged with 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." The action between the battle fleets lasted intermittently, from 6.1 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 the course from southeast 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 bow, to a quarter bearing from the German battle line, but placed Vice-Admiral Jellicoe between the Germans and their bases.

Vice-Admiral Jellicoe says: "During the somewhat brief periods that the ships of the high sea fleet were visible through 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 haul 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 day-

ly 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 attacked 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 Horn

Reef, turned northward in search of 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 water adjacent to the enemy's coasts from submarine and torpedo craft.

"The enemy, however, made no sign and I was reluctantly compelled to the conclusion that the high sea fleet had returned into port. Subsequently events proved this assumption to be correct. Our position must have been known to the enemy, as at four 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 day of June was reported ready for further action."

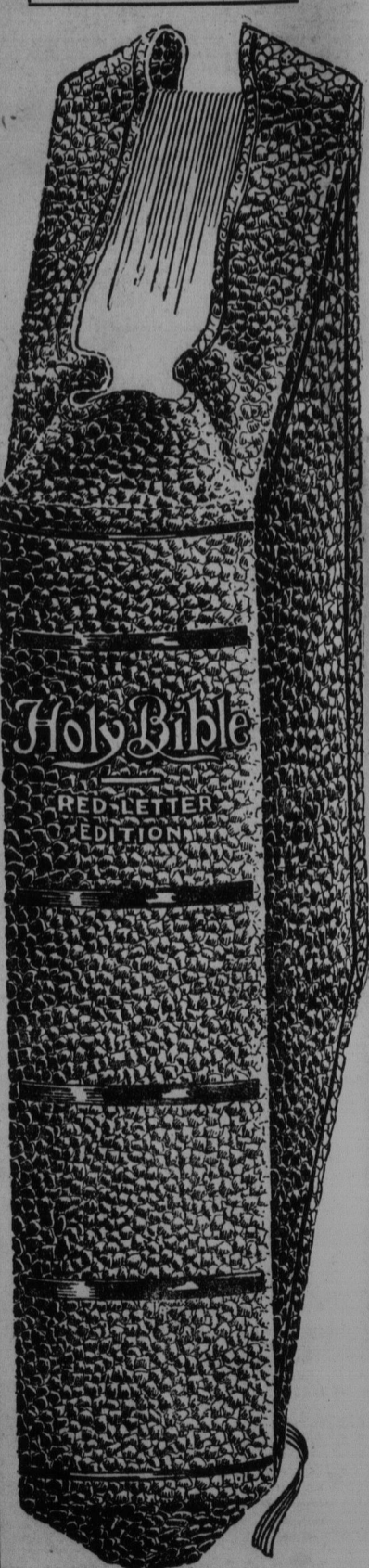
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ing Their Lair

to vie with each other for They were even obstinate certainly tenacious in the whole German main at the arrival of our battle

our big ships was doing ing the scrap. She made a signal to be allowed to join There are other ships that are near enough and they are look and sorry for their under orders.

of the Hampshire was re- for us, it is true. You opened before the country to understand the full of the news of the action

th Sea. Lord Kitchener, commanding figure, with the which Egypt had commene- Africa had continued and added to, was a personality

ish public. A sense of accompanied his advent as from a time of stress such could imagine.

present I must say au re- the hope that soon we shall since to give the Germans a that will settle them."

DAL BRANCH

anch, July 6.—The death oc- clarville on Friday morning, of Anthony Kenney, after a illness. Besides his wife and ren he leaves to mourn a no brothers and one sister. al took place on Saturday

Rev. Mr. McLeod of Har- ing. W. Robinson and daughters, of Helen, of Moncton, spent and with relatives here. emick Brown is spending a in Campbellton.

riel Spencer of Moncton is a parents here. mes W. Spencer spent Sun- wcastle.

William Howard of Moncton is iends here. Sullivan of Millford, Me., is of his sister, Mrs. Wm.

ary Arsenal of Lawrence, visiting in Adamsville, the Dr. J. A. Arsenault.

ST AMATEUR BATTLES

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the international amateur ship held at Newark. He the middle, light and heavy- ies. Some of his other titles an Exposition, middleweight

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