

details, and then, if the articles are submitted, they can be properly dealt with."

The battle seems to have lasted through the afternoon and into the following night. The apparently small losses of the German fleet in comparison has led to the conclusion, in the absence of official information, that the British ships were either led into a mine field or that the action took place in a heavy fog.

The statement in the British announcement that the "visibility was low" is taken to partly confirm this view. In such an event the attack would probably have been made by large numbers of destroyers, supported by heavier ships. Dodging in and out in the fog and the darkness, they would have been practically immune from the guns of the larger vessels.

Believe Zeppelins Directed Battle.

Considerable speculation has been aroused by Copenhagen reports that six Zeppelins participated in the battle. This is the second time they have played a part in naval actions, and how much they contributed to German success will be awaited with much interest. The airships are equipped with wireless apparatus, and they may have aided in sighting the British fleet and directing the German fire.

The text of the German Admiralty report, dated June 1, says:

During an enterprise directed to the northward our high sea fleet on May 31 encountered the main part of the English fighting fleet, which was considerably superior to our forces.

During the afternoon between Skagerak and Horn Riff a heavy engagement developed, which was successful for us, and which continued during the whole night.

In this engagement, so far as known up to the present, there were destroyed by us the large battleship Warspite, the battle cruisers Queen Mary and Indefatigable, two armored cruisers, apparently of the Achilles type; one small cruiser, a new flagship of destroyers, the Turbanant, the Nestore and the Alcaster, a large number of torpedo boat destroyers and one submarine.

Few Survivors Rescued.

By observation which was free and clear of objects it was stated that a large number of English battleships suffered damage from our ships and the attacks of our torpedo boat flotilla during the day engagement and throughout the night.

Among others, the large battleship Marlborough was hit by a torpedo. This was confirmed by prisoners.

Several of our ships rescued parts of the crews of the sunken English ships, among them being two and the only survivors of the Indefatigable.

On our side the small cruiser Wiesbaden, by hostile gunfire during the day engagement, and his majesty's ship Pommern, during the night, as the result of a torpedo, were sunk.

The fate of his majesty's ship Frauenlob, which is missing, and of some torpedo boats, which have not returned yet, is unknown.

The high sea fleet returned to-day (Thursday) into our ports.

German Ships Retreat.

The text of the Admiralty announcement follows:

On the afternoon of Wednesday, the 31st of May, a naval engagement took place off the coast of Jutland. The British ships on which the brunt of the fighting fell were the battle-cruiser fleet and some cruisers and light cruisers, supported by four fast battleships. Among these the losses were heavy. The German battle fleet, aided by low visibility, avoided a prolonged action with our main forces. As soon as these appeared on the scene the enemy returned to port, though not before receiving severe damage from our battleships.

The battle-cruisers Queen Mary, Indefatigable and Invincible and the cruisers Defence and Black Prince were sunk. The Warrior was disabled, and after being towed for some time had to be abandoned by her crew. It is also known that the destroyers Tipperary, Turbulent, Fortune, Sparrowhawk and Ardent were lost, and six others are not yet accounted for. No British light cruisers were sunk.

The enemy's losses were serious. At least one battle-cruiser was destroyed and one was severely damaged. One battleship is reported to have been sunk by our destroyers. During the night attack two light cruisers were disabled and probably sunk. The exact number of enemy destroyers disposed of during the action cannot be ascertained with any certainty, but must have been large.

An additional British official communication says: "Since the foregoing communication was issued a further report has been received from the commander in chief of the grand fleet stating that in an attack by British destroyers and another dreadnought battleships of the Kaiser class is believed to have been sunk by gunfire. Of three German battle-cruisers, two of which it is believed were the Derfflinger and the Lutzow, one was a closer estimate of the losses and the damage sustained by the enemy fleet. "One dreadnought battleship of the Kaiser class was blown up in an attack by British destroyers and another dreadnought battleships of the Kaiser class is believed to have been sunk by gunfire. Of three German battle-cruisers, two of which it is believed were the Derfflinger and the Lutzow, one was

WHERE THE GREAT NAVAL BATTLE TOOK PLACE.



blown up, another was heavily engaged by our battle fleet and was seen to be disabled and stopping, and the third was observed to be seriously damaged.

The German light cruiser, the six German destroyers were sunk, and at least two more German light cruisers were seen to be disabled. Further repeated hits were observed on the other German battleships that were engaged.

Danish Ship Saw Battle.

The only reports passed by the Press Bureau thus far have been Copenhagen dispatches.

According to the "Politiken," a Danish steamer arrived on Thursday at Friedrichshaven which had witnessed a battle in the North Sea.

At the same moment a large German fleet appeared and the British warships immediately prepared for action. The German fleet, which approached at full speed, consisted of five large modern dreadnoughts, eight cruisers and twenty torpedo boats and destroyers.

Suddenly the Germans began firing, and several hundred shells splashed around the torpedo boats, without, however, hitting them. The British ships went westward, pursued by the German fleet. At five o'clock the cannonade was renewed and continued until nine o'clock in the evening.

Two Zeppelins were seen circling at the speed northward to the scene of the battle.

The "Politiken" says that sentries fired numerous shots at a Zeppelin airship passing over France Island and that the airship withdrew over the international boundary. This, the newspaper adds, was the first time the Danish had fired against a belligerent airship.

A Russian dispatch from Ringkjobing, Denmark, under date of Thursday and delayed by the censor, says:

"From four o'clock yesterday (Wednesday) and during the greater part of the night a heavy cannonade was heard from several points on the West coast of Jutland. Many windows were broken here, and people left their beds to ascertain the meaning of the firing.

"At eleven this morning (Thursday) a German destroyer appeared off Noerres Lyngvig lightship with engine trouble and unable to proceed. At three o'clock in the afternoon another German destroyer arrived and left an hour later with the disabled destroyer in tow.

The Copenhagen "National Tidende" says that last night ten German torpedo boat destroyers passed through the little belt from the north, going very slowly. The newspaper adds that a torpedo boat, badly damaged, is lying off Lyngvig Vær, near Ringkjobing Fjord, Western Denmark, just north of the Horn.

Dutch Trawlers Rescue Men.

A Dutch trawler has arrived at the Hook of Holland with one dead and seven live Germans, who were saved from the naval battle. Another trawler has taken into Ymuiden three German officers and twelve sailors, and one British sailor who was wounded.

A dispatch from Rotterdam reported the tugboat Scheide entering the waterway with dead and wounded men from the naval battle. A steam trawler also was reported on the way to Ymuiden with fifteen rescued Germans, including three officers.

A dispatch from Amsterdam says a message received there from Dresden gives a dispatch sent to Emperor William by King Frederick August of Saxony in connection with the news of the naval battle in the North Sea.

"With great joy and extraordinary enthusiasm I have just learned of the brilliant victory of our fleet over the considerably superior main part of the English battle fleet. This is one of the finest days of this serious time for our fatherland. Our fleet showed itself quite the equal of our army."

Ships Pride of British Navy.

There were no more celebrated battle-scarred veterans of the British navy than the battle-cruisers Queen Mary, Indefatigable and Invincible. The Queen Mary played a prominent part in the Heligoland light engagement, under the command of Captain William Hall, who has since been promoted as chief of the intelligence division of the Admiralty.

The Indefatigable and the Invincible bore scars from the Falkland Islands encounter, where they had a prominent share in sinking Admiral von Spee's squadron, and from the Dardanelles, where they played a leading part in the bombardment of the straits. They also had participated in previous North Sea actions.

When the Associated Press correspondent visited the battle-cruiser fleet in the North Sea last winter these three vessels were exhibited as the pride of the fleet, which had just come in from a scouting cruise which took them to the German coast. The Queen Mary was pointed out as the finest type of speed and gun power in the British navy.

English Napping in Fog as Stealthy Foe Struck

Maxim Says Self-Propelling Mines Won for Germans—Navy Men Believe Swarm of Destroyers Attacked Before Big Ships Engaged.

Because of the lack of detail in cable dispatches from Europe a dozen different theories and stories concerning the North Sea battle between the German and English fleets were prevalent last night in this city. Theorists and men without technical training accepted as a matter of fact that the engagement was a stand-up, open sea fight among the biggest vessels of both fleets. Officers of the United States Navy held an entirely opposite view.

Five officers on American battleships in New York gave it as their belief that the struggle found battle-cruisers and armored cruisers, with comparatively few destroyers, on the part of the English, and destroyers and battle-cruisers on the part of the German, with the German destroyers bearing the brunt of the battle.

Hudson Maxim, the noted inventor, advanced the novel theory that the Germans had used newly invented self-propelling mines, as well as submarines and Zeppelins, far in advance of their line of capital ships, and that the capital ships were armed with 17-inch guns which far outranged the English.

Officer's Sketch of Battle. Drawn from the beliefs of naval officers, who said that they could say nothing definite about the battle until further advice was received, the following is an American naval officer's description of what he imagines took place.

"Guarded by destroyers and rather ineffective dirigible balloons and aeroplanes, several English battle-cruisers and dreadnoughts, a part of the British high sea fleet, were steadily cruising off the coast of Denmark. Probably they were there on a scouting expedition or in search of part of the German fleet, which probably were there to notice the Germans within reach of the main British fleet.

"Whatever their reasons were, they were discovered by Zeppelins. Flying far above the fortresses behind which this was two or three days before the battle took place.

"The Germans had carefully planned long in advance just what they expected them to do: to attack in misty or foggy weather, and to attack with fast destroyers. It is a fact laid down in every book of naval strategy that a fleet of destroyers, equipped with a nominal number of destroyers cannot withstand an attack by fast, light vessels in thick weather. The English had lulled into false security, and the Germans had been preparing for it.

Germans Used Fog as Shield. "Waiting their opportunity and timing their course with minute care," the German destroyers started out from some position near Heligoland as soon as word came that the weather was becoming foggy. Following them, as fortresses behind which they might dart if the enemy became too strong, were a number of German capital vessels, probably battle-cruisers. Above were Zeppelins, and stealing along with the destroyers, went numerous submarines to do the finishing work.

"Probably the weather was exceedingly thick when the German destroyers, which probably outnumbered the English destroyers four to one, approached the British fleet. They disposed themselves carefully, and their torpedo tubes were prepared and their three and four-inch guns made ready.

"The tactics of a destroyer in attacking a large vessel is to hit and run. That is what those German vessels did. They dashed forward simultaneously at a speed of thirty-five to forty miles an hour, making practically no noise and sending up practically no smoke to disclose their whereabouts. Behind them came the submarines, and overhead the Zeppelins watched and kept in communication with the big ships bringing up the rear.

"Before those German destroyers got within striking distance of the English fleet, they were seen by the English destroyers. But that did little good, for while two Germans surrounded every British destroyer, the other German vessels, perhaps, the Invincible and the other great British vessels sighted them, but the German destroyers already had sighted the huge hulks among the fog and had loosed their torpedoes and 4-inch shells. Remember, at 2,000 yards a 4-inch shell can do tremendous damage to the water line of a battle cruiser, for battle cruisers are not heavily armored.

Destroyers Dashed About. "As soon as the German destroyers had fired, they turned and darted back into the concealing fog like scared fish, twisting and turning to keep the heavy shells from the British 13.5s from getting a line on their flight.

"Again and again they darted in and out, each time inflicting heavy damage. When a torpedo hits a vessel, no matter what the class of ship, that vessel is likely to quit work.

"The result was that probably within a few hours the big British battle cruisers were sunk or disabled. But while this fight was proceeding, the main fleet of the British, summoned by wireless, was speeding that way with scores of destroyers just as speedy as the Germans.

"Numerous German destroyers, naturally, were sunk in this fighting, and it is possible that one or two of the British battle cruisers, like wounded bulls harried by wolf packs, had worried through until the German battle cruisers were glimpsed. It is probable that both big vessels suffered, for the British are better gunners than the German ex-cuteer.

"The Germans must have begun retreating as soon as the British main fleet was seen by the Zeppelins, and the official accounts more than likely will show that practically all the damage on both sides was done before that big column of monster fighting ships retired.

Torpedoes Do Much Work. "There is another possibility, and that is that the Germans, instead of retreating, though this is extremely improbable. One thing that is certain is that torpedoes caused most of the damage to the British, if our belief be correct.

"How fast the British pursued is impossible to tell, but it is more than safe to say that the Germans sought the sanctuary of Heligoland as swiftly as possible, having accomplished their purpose."

A few junior United States naval officers were inclined to consider the theory of indirect fire by enormous guns. This meant firing at objects which would be seen by the gun pointers, the fire control being governed by aeroplanes. These young officers pointed out that possibly the Germans had equipped their major vessels with powerful 17-inch guns, which would penetrate armor at a distance which would be the British shells ineffective, and had battered the British fleet until overwhelming numbers made them retreat.

Hudson Maxim's theory is the strangest of all. "Months ago," said Mr. Maxim, "I predicted that the Germans, when they were ready for the final attack, would attack in some new order, probably in Macedonian phalanx formation.

Advertisement for Liberty National Bank, featuring the Statue of Liberty and the text 'Loyalty at the Liberty'. The ad describes the bank's services and its location at 120 Broadway, at Cedar St.

Sharp Lesson to British On Sea, Say Papers Here

Incidentally, the victory may help to teach the German people a much needed lesson as to the true functions of a navy. How mean and paltry and contemptible must the commerce-destroying work of their submarines now seem in comparison with the undying glory that their men and ships have won in this North Sea fight!

The only naval victories worth while and the only naval traditions worth while are such as were gained Wednesday in the North Sea, and perhaps the finest achievement of the German fleet in this battle was to blot out by its heroism some of the stain that a cowardly submarine warfare had left on the German escutcheon.

The Herald. It is impossible to glean from the cables if the gun or the torpedo was the principal weapon and if Zeppelins, aeroplanes or submarines entered into the action. But should the history of all sea war come to a safe vantage-point, it is all Wall Street against a Florida orange—that the primacy of the gun is undisturbed.

The Times. However unfavorable to the British the conditions were, the result cannot fail to be humiliating to English naval pride and in a corresponding degree heartening to the Germans. The English will doubtless feel something akin to the sensations experienced in the North after the battle of Bull Run.

The Press. In the first great collision between the naval forces of Germany and England the British have suffered a defeat for which responsibility remains to be allotted to strategy, tactics, fighting efficiency and luck. The circumstances are beclouded. The Germans refer to the enemy force as "the main part of the English fighting fleet," but on the other hand, it appears almost conclusively that the German force was greatly superior, especially in the larger units. Copenhagen reports that the German force included five dreadnoughts.

The North Sea encounter, they said, had done nothing to support the theory that battle cruisers would supplant dreadnoughts in future naval wars. Battle cruisers were sunk on both sides with comparative ease, while the real brunt of the fight fell upon the bigger ships and heavier armaments.

They expressed the hope that Washington, seeing the lesson to be found in Great Britain's experience, would not cut dreadnoughts out of the new naval appropriation, as has been the inclination of those handling the purse strings at the Capitol.

Large advertisement for Pennsylvania Railroad, featuring the text 'Bridge Safety' and 'The Steel Car Route'. The ad emphasizes the safety of bridges and the quality of the railroad's infrastructure.

Advertisement for J.M. Gidding & Co., featuring a list of clothing items and prices. The ad includes a section for 'Sales' with 'New groups of Smart Fashions' and 'SEVERAL HUNDRED SMART TAILORED SUITS—AT EXACTLY HALF PRICE'.