

ENGLAND LOST 5000 SAILORS

ENGLAND IS UNDAUNTED BY NAVAL DISASTER

Still Claims Mastery of the Seas Although Defeated by Germans in North Sea Battle.

ZEPPELINS GREATLY AIDED THE ENEMY

While Germany Rejoices Over the Victory, Great Britain Claims She Was Out-numbered at the Start.

[By Ed. L. Keen, United Press Staff Correspondent.]

LONDON, June 3.—British spirit is undaunted and despite the loss of such ships as the Queen Mary and Invincible, of which all England was proud, together with a dozen other war craft, the disaster of the North sea battle is viewed philosophically today.

Chief regret centers in the loss of officers and men. The lost ships can be replaced and at all events Britain's sea superiority is still two to one over Germany, Englishmen grimly declared.

One of the chief reasons for the heavy British losses is found in the fact pointed out by experts here that German dreadnoughts—first line vessels of the kaiser's navy—were opposed by nothing heavier than British cruisers until the English dreadnoughts appeared.

In response to wireless calls and hurried signals from torpedo boats sent back to bring up aid to the assailed cruiser squadron, the great first line ships of Britain swung forward to the scene of battle. When they appeared, however, the Germans fled and the British still maintain today that Germany has yet to feel the full force of English sea power.

Efficient Zeppelin scouting enabled the Germans at all times to locate approaching warships. Hovering above the German high sea fleet as it pounded the British cruisers and destroyers to pieces, the Zeppelins were able to give warning of the approach of the dreadnoughts hastening to the aid of the outnumbered squadron. Then came withdrawal, successful retreat to the German naval base, and the super-fighting machines of Great Britain could only return to their home waters.

As a result of the assistance rendered by the Zeppelins, a general demand is being voiced today that the British navy be equipped with scouting air forces.

In some quarters the suggestion is made that Sir John Fisher be returned to active control of the navy.

Editorial Comment.
LONDON, June 3.—Editorials in the leading English papers agree that Great Britain has suffered her heaviest sea blow of the war. They are practically unanimous in the opinion, however, that the destruction of the ships will not lessen the effectiveness of the British blockade. Some of the editorials in part are:

"The Times": It is clear that we have suffered the heaviest blow at sea we have met with during the war. We engaged, perhaps with over confidence, in a long running fight with ships which were more numerous, stronger, more heavily armed than our cruiser fleet and we suffered heavily. But the event will not impair the effectiveness of our blockade or our ability to uphold the freedom of the sea.

The Morning Post: German heavy metal got British lighter metal at close range and gave it severe punishment. But when our main forces came into action, the position was reversed and the German main fleet was driven into port. There is one thing, however, we have the right to demand in the face of our losses. There must be no more trifling with the powers of the fleet.

The Daily Graphic: The statement published by the admiralty is perhaps the worst piece of news that the government has yet had to communicate to the country.

All we can note on the other side of the account is the recognition by the Germans of the superiority of our main fleet. As soon as our main battle fleet appeared, the Germans withdrew to the shelter of the Kiel canal.

Six Zeppelins.
AMSTERDAM, June 3.—Several Zeppelins participated in the North sea battle and at least one is believed to have been hit, according to reports here today. Reports from various sources declare as many as six Zeppelins were sighted enroute or returning from the scene of the engagement. One is said to have been sighted flying low and obviously badly crippled.

Beatty in Command.
LONDON, June 3.—Admiral Beatty was in command of the first British squadron to clash with the Germans in Wednesday's great battle. It was learned at the admiralty this afternoon that it was Beatty who cut off the German battle cruisers from their base. According to admiralty accounts, the battle had four distinct phases. The first phase was at 3:15 o'clock Wednesday afternoon, when the German and British battle cruisers first met. Admiral Beatty was in command and immediately started his maneuver to cut off the German fleet's line of retreat.

"Thus the four phases were comprised of Admiral Beatty's attempt to cut off the Germans; second, his forced retirement to the open sea by the appearance of the German battleships when the British were outnumbered for a time; third, the arrival of the main British fleet under Admiral Jellicoe, when it became a dreadnought against dreadnought, and fourth, a retirement of the German forces in the face of the British attack."

GERMANY

BERLIN, June 3.—England's claim to the mastery of the sea is broken. This the German view resulting from the victory of the fleet of Vice Admiral Scheer, which has given the kaiser's name as brilliant a tradition as it is written on the pages of any naval power.

Flags were displayed everywhere today in celebration of the long expected clash with the British high sea fleet and the German success. Schools were dismissed, special services of celebration and thanksgiving were called and German enthusiasm was aroused as at no time since the kaiser's army was drawing near Paris early in the war.

Although no official expression is obtainable, it is evident the sea victory is regarded here as another step towards possible early peace. Defeat of the British fleet the first time it felt Germany's naval power; the fact that German territory is clear of the enemy; that Belgium, and no other France are successfully held, while the French and British lines have remained stationary for the past year, and the crown prince is hammering at the gates of Verdun—these points were regarded as answers to the allies' declarations that Germany must be crushed. The kaiser is expected to hurry direct to Wilhelmshaven where he will inspect the victorious fleet, personally congratulate, and decorate Admiral Scheer and his men.

Whig scenes of exultation marked the session of the reichstag in which the German victory was announced. Immediately the news became generally known, flags appeared from every window. Reports of the successful engagement were flashed to the front over the military lines to the men in the trenches. Today messages of congratulations to the navy from commands of the kaiser's land forces

(Continued on page 2.)

FRANCE

PARIS, June 3.—The Germans made several of the most violent attacks of the entire battle of Verdun on Fort Vaux during last night and early today, but each time were driven back with heavy losses. The French communiqué stated today. The action is continuing with the greatest fury all along the line from Fort Douaumont to a point south of Vaux.

"The Germans bombarded Hill 304 and penetrated a large trench north of the main position of the French," said the statement. French batteries eleven times repelled vigorously to the German bombardment. Two violent German attacks west of Fille Morte, failed."

Inferno of Fire.
PARIS, June 3.—Fort Vaux and the line on the east side of Fort Douaumont west and Damour, east, is now an inferno of artillery fire, with alternating infantry attacks. The Germans in the main are the aggressors in one of their greatest efforts to take Fort Vaux, the "key to Verdun," according to the French official statement. The 103 days of the fighting in the world's greatest battle reached its climax of violence in the infantry attacks on the north slopes of the hill on which Fort Vaux stands. Column after column of German troops rolled up the hillside, only to melt away in the hot fire of the French machine guns. The attacking Germans, according to the statement, were constantly reinforced by fresh soldiers from the rear.

On the west bank of the Meuse, along Dead Man's hill to Courleres, heavy artillery actions were reported with but few infantry attacks and practically no change in position.

where their speed would make them hard to hit and where they could maneuver as they pleased, they might be successful.

"The second lesson is that the fleet which attacks with powerful ships on the ocean, submarines under the ocean and Zeppelins, or some powerful, speedy dirigible balloon, can beat the fleet which consists mostly of surface boats.

"So, I shall recommend to my committee two dreadnoughts to be built at once where the house provides none. I believe we should add another battle cruiser and even then we won't have as many as other first naval powers. We must have dirigibles as good as the German Zeppelins

—a flotilla of them and we must have more air craft of all kinds.

"Another lesson is that a ship is as good as the best, it isn't any good at all. It's bound to be sunk with all its brave men, its valuable machinery and its fine guns."

Tillman's committee will study over the battle with navy department officials informally until June 13. At that time, definite work on the program, in view of all that has been learned and deduced, will begin.

Secretary Daniels indicated today it may be necessary for the United States to go into government manufacture of airships in as much as American manufacturers practically refuse navy orders in the view of big profits obtained from the allies.

(Continued on page 2.)

GREATEST NAVAL FIGHT IN HISTORY

Clash of German and English Ships in the North Sea on Wednesday.

BRITISH LOST 5,000 MEN

Great Britain is Cheered in Defeat by the Thought That the Enemy Was Finally Routed.

[By Ed. L. Keen, United Press Staff Correspondent.]

LONDON, June 3.—Developments today clearly showed that the entire British and German high sea fleets were engaged on Wednesday in the greatest naval battle in the history of the world.

Sir John Jellicoe, in supreme command of the British naval forces, directed the English fight with Vice Admiral Scheer, Germany's supreme power on the seas, heading the kaiser's armada.

Against more than fifteen British ships which were sent to the bottom, German losses were hardly half as large, but Britons found satisfaction today when it was learned that after Jellicoe and his dreadnoughts had faced the enemy, that not a ship of the first powerful line was lost and that the German dreadnoughts were forced to return to their base.

It is now estimated that more than 5,000 British officers and men went down with their ships. Rear Admirals Hood and Arbuthnot were lost.

Rear Admiral Beatty, hero of the fight which resulted in the sinking of the Bluecher, was the first British commander in action and was all but trapped by the Germans. His cruiser squadron endeavored to cut off what appeared to be only a German cruiser fleet, from its base.

But lurking behind the cruisers and long hanging mists was the German battle fleet of dreadnoughts and super-dreadnoughts.

Beatty could only retreat, but not before the heavy German guns were able to do deadly execution. His cruisers and destroyers were shattered by the heavy fire and with Beatty signalling for help, Sir John Jellicoe, England's guardian of the sea, headed his fleet of super-dreadnoughts to the rescue.

Then came the battle of the ages. With dreadnought against dreadnought and cruiser against cruiser, the guns of the mighty sea forces belched forth their fire. Not a British dreadnought was lost. The German claim of the sinking of the Warspite is officially denied. But two German dreadnoughts succumbed to the British fire and the retreat was ordered.

From mid afternoon until darkness began to fall, the main battle raged. At 3:30 in the evening the finish of the encounter of the big ships came. All during the fight, torpedo boats and submarines had been used for small sallies, but with the fall of darkness came the real struggle for the smaller craft.

Like infantrymen in land fighting, the small boats made desperate charges against the lines of their enemy. Eight British destroyers were lost. The Germans lost six.

It was declared at the admiralty today that in the German torpedo boat charges, not one torpedo scored a hit. After Jellicoe arrived and the torpedo attacks were completed, the Germans withdrew.

Jellicoe remained on the scene of battle during the remainder of the

(Continued on page 2.)

ENGLAND

LONDON, June 3.—The British destroyer Shark, has been sunk and a number of her crew lost in a big battle in the North sea. Survivors landed at Hull by a Dutch ship declared forty warships were engaged in the fight and that the Shark was used as a decoy for the British fleet.

Unofficial despatches report the loss of the German cruiser Elbing. Forty warships took part in the engagement.

With reports of these additional losses, also came despatches telling how bodies of hundreds of British and German sailors were seen floating in the water near the scene of the engagement by neutral ships which arrived during Wednesday and Thursday.

All England was today anxiously awaiting further details from the admiralty, but aside from a late statement admitting the loss of six destroyers, first reported as missing, no later statement had been issued early today than the initial announcement of losses made yesterday.

Unofficial details of the fight drifting in from various points thrilled all England. One Holland dispatch indicated that the German fleet swooped down on the smaller vessels of the British fleet at the opening of the engagement. The British were hopelessly outnumbered until the Grand Fleet appeared and with thousands of shells against the German armada the kaiser's vessels were forced to retreat.

The steamer Thames, arriving at the Hook of Holland, reported picking up eleven survivors of the crew of the German cruiser Frauenlob. They were floating on rafts. The Frauenlob, the survivors said, was sunk by a British torpedo at one a. m. The torpedo struck squarely in the engine room and the crew immediately jumped overboard.

Stories of the Frauenlob's survivors indicated that 344 of her crew perished. Of the 365 men who leaped into the water when the vessel sank, only nineteen were able to get aboard rafts which were cut adrift. The remainder sank from exhaustion and were before being forced to leap from the ship's deck. Of the nineteen reported to have reached rafts, eight are unaccounted for.

From Copenhagen and Dutch ports came despatches today bringing fragmentary details of the terrific fight. Fishermen arriving off Osprey report passing through fields of bodies of both British and German sailors. Both British and German ships were destroyed, the total losses are expected to mount into the thousands. No estimates of casualties has yet been made by the admiralty, however, and it probably will be days before any definitely accurate estimate can be made.

From early reports, it is obvious that survivors have been landed at a dozen different ports. Dutch despatches reported the landing at Ymiden of six officers and twelve members of the crew of the German cruiser Elbing. This ship was not reported destroyed in either the German or British admiralty statements. The survivors declared, however, that the Elbing was rammed by another German ship which rescued the remainder of her crew. British survivors are also said to be enroute here aboard a trawler.

In the face of the heavy losses admittedly suffered by the British, England stands grimly determined, and confidence in the fleet remains unshaken.

In clubs, government offices and from men in every walk of life, comes the expression that while the British suffered the greater losses, the encounter need not be regarded as a defeat as the Germans were forced to flee so soon as the full force of England's grand fleet could be brought into action.

Facing a superior force, the light cruisers, battle cruisers and destroyers fought gallantly, disposing of ships

(Continued on page 2.)

THE ALMIGHTY DOLLAR AS POLITICAL FACTOR

Roosevelt Has Support of Portion of Big Business, Which Gives Old Guard the Creeps.

ALL GOOD NATURED EXCEPT BARNES

Republicans and Progressives Actually Smile at Each Other Before Conventions Open.

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If the gossip along the row is an index, big business is dead set against Hughes. Before the old guard could get a full realization that Roosevelt was gradually accumulating business support, its leaders started a backfire movement against the justice, holding that entire lack of knowledge as to his position on the tariff, preparedness and other big problems of the day, made it problematical whether he could command big business support. The plan to kill off Hughes by a combination of all the favorite sons—was in the making last night. Today, however, the puffyfooters weren't so sure the program would hold water.

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SIX BODIES RECOVERED FROM WRECK AT BRIDGE

As Many More May be in Coach Which Lies in Flood Creek Bed.

PACKARD, Iowa, June 3.—With flood creek still out of its banks today it was still impossible to determine how many people lost their lives when Rock Island passenger train No. 16 crashed through a bridge near here early yesterday morning.

Six bodies have been recovered and there may be as many more dead in the day coach, still submerged in the stream. There were sixty passengers in the coach when it went down and many of these are unaccounted for. Many passengers left the scene of the wreck without giving their names and the total list of dead can only be determined when the waters recede and the divers now at work complete their work. The known dead are:

MRS. MARY GRUWELL, Iowa