

# JELlicoe REPORTS ON JUTLAND BATTLE

Read Admiral in Command of British Fleet Gives Version of the Big Sea Fight.

## DARKNESS HALTS ACTION

London, July 7.—"Be pleased to inform the lords' commissioners of the admiralty that the German high sea fleet was brought to action on the 31st day 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. Continuing, Admiral Jellicoe says in part:

"The ships of the grand fleet, in pursuance of the general policy of periodical sweeps through the North Sea, had left its base on the previous day. In the early afternoon of Wednesday, 31st of May, the first and second battle cruiser squadrons and destroyers from the first, ninth, tenth and thirteenth flotillas, supported by the fifth battle squadron, were in accordance with my directions, scouting to the southward of the battle fleet, which was accompanied by the third battle fleet, which was accompanied by the third battle cruiser squadron, the first and second cruiser squadrons, the fourth light cruiser squadrons and the fourth, eleventh and twelfth flotillas.

**Junction Delayed.**  
"The junction of the battle fleet with the scouting force after the enemy had been sighted was delayed owing to the southerly course steered by our advanced force during the first hour after commencing their action with the enemy battle cruisers. This, of course, was unavoidable, as had our battle cruisers not followed the enemy to the southward, the main fleets would never have been in contact. The battle cruisers 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."

"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,' which also detracts from the interest of the document."

**Estimates of Poe Losses.**  
Admiral Jellicoe estimates the German losses at two battleships of the dreadnought type, one of the Deutschland type, which was seen to sink, the battle cruiser Lutzow, admitted by the Germans, one battle cruiser of the dreadnought type, one battle cruiser, seen to be so severely damaged that its return was extremely doubtful; five light cruisers seen to sink—one of them possibly a battleship—six destroyers, seen to sink; two destroyers so damaged that it was doubtful if they would be able to reach port, and a submarine sunk.

In concluding 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 or the name of the ships sunk by our forces. But after a most careful examination of the evidence of all the officers who testified to seeing enemy vessels actually sink 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."

### Serious Loss to Navy.

"I deeply regret to report the loss of his majesty's ships, Queen Mary, Indefatigable, Invincible, Defense, Black Prince, Warrior, Tipperary, Ardent, Fortune, Shark, Sparrowhawk, Nestor, Nomad and Turbulent. Still more do I regret the resultant heavy loss of life. The death of such gallant and distinguished officers as Arbuthnot, Hood, Captain Howerby, Captain Prowse, Captain Bonham, Captain Charles J. Winterour and Captain Stanley B. Ellis, and those who perished with them, is a serious loss to the navy and to the country. They led officers and men who were equally gallant and whose death is mourned by their comrades in the grand fleet. They fell during their duty nobly, a death which they would have been first to desire."

"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.

The hardest fighting fell to the battle cruiser fleet, says Admiral Jellicoe, and continues: "Vice Admiral Sir David Beatty once again showed his fine qualities of gallant leadership. I can fully sympathize with his feelings when the evening mist and fading light robbed the fleet of that complete victory for which he had maneuvered, for which the vessels in company with him had striven so hard. The services rendered by him, not only on this, but on two previous occasions had been of the very greatest value."

Extracts from Vice Admiral Beatty's reports give the course before the battle fleet same on the scene of action. At 2:20 o'clock in the afternoon the Calatia 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 Horn Reef without being brought to action. The course of the British ships consequently was altered to the eastward and subsequently north-eastward.

### When Enemy Sighted.

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 obtaining 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 twenty-five knots an hour and formed the line of battle, the second battle cruiser squadron forming astern of the first, with two destroyer flotillas ahead.

## COMMANDER OF NEW BRITISH DRIVE—General Sir Douglas Haig, in personal command of the British troops, who are smashing through the German line on a sixteen-mile front in the west.



GEN. SIR DOUGLAS HAIG.

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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-northeast, 10,000 yards distant. The visibility was good.

### Sun Behind British.

Continuing his report, Vice Admiral Beatty said: "The sun was behind us. The wind was southeasterly. Being between the enemy and his base our situation was both tactically and strategically good."

"Both forces opened fire simultaneously at 3:38 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 cruiser squadron opened fire at a range of 20,000 yards at 4:08. Although the presence of destroyers caused inconvenience on account of smoke, they preserved the battleships from submarine attacks."

"Two submarines being sighted, and a flotilla of ten destroyers being ordered to attack the enemy with torpedoes, they moved out at 4:15 o'clock simultaneously with the approach of the 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 fifteen destroyers. A fierce engagement at close quarters ensued and the enemy was forced to retire, having two destroyers sunk and their torpedo attack frustrated. Our destroyers sustained no loss."

### Fires Two Torpedoes.

"The Nestor, Nomad and Mineator, 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. The Petard, Nerissa, Turbulent and Termagant also are praised."

"From 4:15 to 4:43 o'clock the conflict between the battle cruiser squadrons was fierce and the British fire began to tell. The rapidity and accuracy of the German fire depreciated. The third German ship was seen to be afloat. The German battle fleet was reported ahead and the destroyers were recalled."

### Receive Severe Punishment.

Between 5 and 6 o'clock the action continued at 14,000 yards on a northerly course, the German ships receiving severe punishment, one battle cruiser quitting the line considerably damaged. At 5:35 o'clock the Germans were gradually hauling eastward, probably acting on information from their light cruisers, which were engaged with the third battle cruiser squadron, or from Zeppelins."

At 5:56 o'clock the leading ships of the 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 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 southeast by south course during two hours before arriving on the scene of battle."

### Forms Line of Battle.

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 Defense and Warrior were seen passing between the British and German fleets under heavy fire. The

Defense 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 Deifuge, 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 in a heavy fire and disabled.

### Mist Hides Vessels.

Owing, principally to the mist, it was possible to see only a few ships at the time. Toward the close of the battle, only four or five vessels 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.

Describing the work of the third squadron, Vice Admiral Beatty said Rear Admiral Hood brought 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 it and caused it to turn away. Vice Admiral Beatty, continuing, reports:

"By 6:30 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 eighteen knots. The visibility at this time was very indifferent, not more than four miles, and the enemy ships were temporarily lost sight of after 6 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."

### Length of Action.

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 the cover of destroyer attacks and smoke screens. 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 Germans' bow, to a quartering bearing from the German battle line, but placed Vice Admiral Jellicoe between the Germans and their base.

The German vessels were entirely out of the light at 9 o'clock, says the report. Threat of destroyer attacks during the rapidly approaching darkness made it necessary to dispose the fleet with a view to its safety, while providing for a renewal of action at daylight.

The British heavy ships were not attacked during the night, but three British destroyer flotillas delivered a series of successful attacks, causing heavy losses. At daybreak the German fleet had disappeared.

The report concludes with the statement that the fleet returned to its base on Friday, June 2, and at 9:30 p. m. of the same day had replenished its supplies and was reported ready for further action."

## Taxi Driver Draws Line on Flivvers Offered as Cash

Taxicabs in Omaha cost \$3 an hour, under ordinary circumstances.

Barney Bromberg, Tekamah, lost his flivver car yesterday and after reporting the matter to the police, hired a taxi and spent nearly twenty-four hours searching the highways and byways of Douglas county for it. Meanwhile the police sent out a description of it, and a few hours after its absence had been reported, it was found, but Bromberg, in ignorance of the fact, kept on the taxi hunt and the taxi meter kept on grinding its bad news.

Finally Bromberg decided to come to police headquarters to see if there was any news of his car. He found it roosting on a perch in the rear of the station. Simultaneously, the taxi driver presented a bill for \$72. Bromberg got out of the machine. "You can have the flivver!" he told the chauffeur.

"Not me," exclaimed the taxi driver. "You'll have to dig up fifteen more flivvers before you can square yourself with me, and I'd not do it then only because my little nephew is getting up a collection of 'em."

## Mrs. Elizabeth Staples Dies at Daughter's Home

Mrs. Elizabeth Staples, 76 years old, died yesterday at the home of her daughter, Mrs. Alexander R. McFarland, 2115 Spencer street.

Two other children survive, George Staples of Louisville, Ky., and Mrs. W. A. Fenner of Marshalltown, Ia. Burial will be at Atkinson, Neb., beside her husband.

Mrs. Staples was born November 7, 1835, at Rochester, N. Y., and came to Atkinson in 1884. She had been a resident of Omaha for twenty-five years.

## Opening Announcement

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HERE is a Barometer, of present and prospective, expansion in Rubber Supply.

	Plantation Tons	Native Tons	Total Tons
1905.....	145	60,800	60,945
1907.....	1,000	68,000	69,000
1909.....	3,600	65,400	69,000
1911.....	14,100	61,900	76,000
1914.....	64,000	60,000	124,000

Estimated production after 1914.

1917.....	147,000	34,500	181,500
1919.....	183,000	30,000	213,000
1921.....	209,000	30,000	239,000

The significant feature of above is the enormously increased growth of Cultivated Rubber,—on Plantations.

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30x3	} Ford Sizes	\$10.40	34x4	\$22.40
30x3½		\$13.40	35x4½	\$31.20
32x3½ (Safety-Treads)		\$15.45	36x4½ (Safety-Treads)	\$31.60
33x4		\$22.00	37x5	\$37.35

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