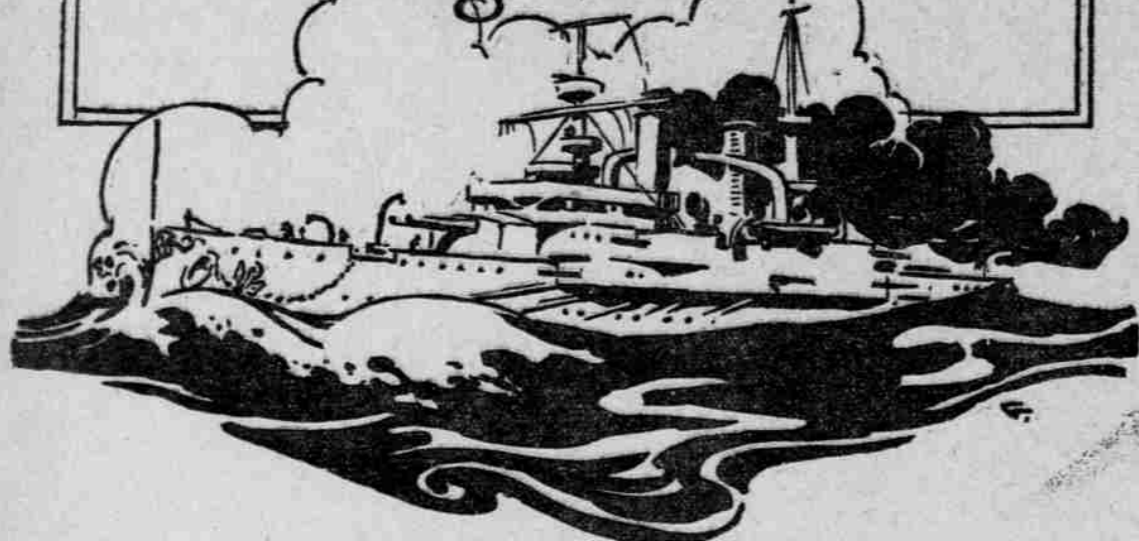


SIR JOHN JELlicoe

ADMIRAL IN COMMAND OF THE BRITISH HOME FLEETS

It Was Last Year He Showed How The Shores of England Could Be Bombarded By Ships of an Invading Nation



SCENE, The House of Commons, August 2, 1914. Sir Edward Grey, the Secretary of State for Foreign Affairs, is addressing the House in his usual calm, imperturbable way, his two hands holding the lapsels of his coat.

"As far as the forces of the Crown are concerned," he said, "we are ready. I believe the Prime Minister and my right honorable friend the First Lord of the Admiralty have no doubt whatever that the readiness and the efficiency of these forces were never at a higher mark than they are today. (Cheers.) And never was there a time when confidence was more justified in the power of the navy to protect our commerce and to protect our shores."

The following day Great Britain declared war, and in the evening the Admiralty issued the following:

"With the approval of His Majesty the King, Admiral Sir John Jellicoe, K. C. B., K. C. V. O., has assumed supreme command of the home fleets, with the setting rank of Admiral, and Rear-Admiral Charles E. Madden, C. V. O., has been appointed to be Chief of the Staff. Both appointments date from today."

The King sent a personal message to Sir John Jellicoe: "At this grave moment in our National history I send to you, and through you to the officers and men of the fleets of which you have assumed command, the assurance of my confidence that under your direction they will revive and renew the old glories of the Royal navy and prove once again the sure shield of Britain and of her Empire in the hour of trial."

"GEORGE, R. I."

"Who is Jellicoe?" many asked when the announcement was made that on him had been laid the responsibility of defending the shores of Britain from attack from the German navy and of assuring a safe convoy of the "contemptible little British army" to the help of Belgium and of France. Much may be known about the heads of the British army, Lord Kitchener, General Sir John French and the rest; but it is a curious fact that, outside naval circles, very little is known about Britain's Admirals, Captains and Commanders.

But the memories of the British public are short.

Jellicoe was the man who, only last year, created such a tremendous sensation in the naval maneuvers by showing how the shores of England might be bombarded by a hostile fleet and invaded by hostile troops.

It was Jellicoe who was in command of the "Red," or invading, fleet when he carried out a series of dashing operations which resulted in the capture of Grimby and the Humber, Sunderland and Blyth.

"Jellicoe is the modern Paul Jones," old naval men said in the service clubs when the news of his great raid with the "Red" fleet became known. But Sir John Jellicoe, like the filibusters of old, is a seaman of fertility and resource. He combines a daring ingenuity in the conception of schemes with a lightning capacity for weighing up chances for and against success.

From a child, it is said of him, he has never known the meaning of fear. Of Jellicoe few stories are told, but his old nurse told what a "terrible handful" the child Jellicoe was when out for their daily airing. His delight was to run across roads in defiance of the swiftest passing vehicles. One time his nurse tried to scare him by declaring she would hand him over to a policeman. That tickled the youngster immensely. He looked around, saw a constable sauntering along and, strutting up to him, exclaimed, "What a lot of pretty buttons you've got!"

At the battle of Copenhagen Nelson is reputed to have taken advantage of his blind eye; but Jellicoe, on the other hand, has always made use of both eyes.

The raid of the east coast of England was a striking example of the kind of "sware" which has lately been troubling the minds of a small minority of the people of England. But Jellicoe knew well what he was doing. He struck where he considered the enemy would strike in "the real thing"—at vulnerable ports where shipping is always

sheltering. He landed his men at the headquarters of the northern coal fields. He struck as an enemy might be expected to strike, at once vigorously and ruthlessly, disregarding utterly the cost to himself in troops.

And there was a rather ironic significance in the fact that this successful raider of England was a member of the German Order of the Red Eagle, conferred upon him by the Kaiser. But he believed the country wanted a striking lesson to a certain extent of the requirements of official maneuvers, regardless of any personal glory or aggrandizement that was to be obtained from them. Having shown the vulnerability of the English coasts to a raiding force in the face of considerable opposition, he now knows where and how to defend them.

Born December 5, 1859, Sir John Jellicoe is the son of an officer of the merchant marine, the late Captain J. H. J. Jellicoe. Educated at Rottingdean, young Jellicoe entered the Royal navy as a cadet on July 15, 1872, passing out of the Britannia first of his "batch" by over 100 marks. In the examination for sub-lieutenants, which rank he attained six years later, he took three "firsts," in itself a remarkable achievement.

Much has been said about the improvement of good shooting in the British navy, and in this connection considerable praise is due to Admiral Sir John Jellicoe. Without his help—so a writer in the United Service Journal once remarked—the good work fostered by Admiral Sir Percy Scott would have been severely handicapped—in fact, impossible; for the then director of naval ordnance proved himself a man of original thought and prompt action and one of the most capable gunnery experts in the Royal navy.

During the time he was in command of the Drake he turned it into one of the best shooting ships in the navy, and while he was at the Admiralty as director of Naval Ordnance, Captain Jellicoe did all that was possible to insure the guns mounted in ships in the first fighting line being fitted with the most up-to-date day and night sights, as well as to install a fire control set of instruments in each ship for "spotting" and controlling at long range shooting. The fittings of the guns and ordinary appliances generally were also greatly improved during the tenure of his appointment.

His selection for the supreme command of the home fleet was in itself something of a romance. He had no small share in shaping the instrument he is now commanding, and his chief-of-staff, who was, of course, chosen by himself, is another distinguished officer, who happens to be his brother-in-law. Sir John Jellicoe and Rear-Admiral Madden served together at the Admiralty on more than one occasion, both indeed having been sea lords, and they both married daughters of Sir Charles Cayzer, Bart.

The Admirals' and his chief staff officer are known to be in the most complete accord on matters of strategy and tactics, and both were associated in the creation and equipment of the ships of the home fleets, on which the fortunes of the British empire now depend. They were members of the famous Trinity Design Committee, and were associated with Admiral of the Fleet Lord Fisher of Kilverstone in his many reforms in naval administration.

No other officer whom the Admiralty could have selected for the command of the home fleets enjoys so complete confidence of the naval service as Sir John Jellicoe.

In appearance Sir John is small of stature, but a man in every sense of the word. He has an iron nerve, notwithstanding one or two terrible experiences which would have shattered and really did shatter the nerves and health of others associated with him. But today he is a wiry, healthy, active man 55 years of age, who enjoys running as an exercise and does his work with the zest of a hobby.

One who knows him well recently said in the Pall Mall Gazette: "A man below middle height, alert, confident in himself, not the confidence of the over-secure, but that of a real leader of men;

a man whose features would have been unpleasantly hard but for a lurking humor of the eyes, and for certain humorous lines about the mouth that on occasion could take the likeness of a steel trap; a man to trust instinctively and one to like from the beginning.

He is a clean shaven, keen-eyed man of the sea, alert, vigorous and decisive. There is nothing spectacular about his idea of warfare. Strike, strike hard, and strike again, has always been his plan of campaign, and he has known more than once what it is to be face to face with death.

He was in the Egyptian War of 1882; he had a very narrow escape when the Victoria went down off Tripoli, and was severely wounded when he went, under Sir Edward Seymour, to the relief of Fakhin.

An insight into Sir John Jellicoe's character and indomitable courage is to be found in a reference to him by one who was with him when he was wounded—it was thought mortally—during the disastrous retirement on Tientsin. "I was with him as he lay in an angle of a native house where we had placed him to be out of the reach of the Chinese fire, and I recall the steadfast courage of the man when he knew that he had but the very slenderest hope of life. It was practically impossible that he could recover, said the flagship's doctor; but Jellicoe's indomitable pluck was a factor that had still to be reckoned with. As soon as he could be safely moved we placed him in a small native boat in charge of his own coxswain."

"It was the next day, as I remember, that the latter came with a message that Captain Jellicoe would like to see me in the boat. Of course I went down immediately and found him suffering severe pain from his wound, pain made worse by the utter misery of the surroundings and by the uncertainty of everything.

"He wanted to know what I thought of things. Foolishly, perhaps, I tried to make the best of them, and told him that I thought we were doing very well and that there was no doubt at all of our ability to cut our way back to Tientsin, or even to the coast, supposing the foreign settlements to have fallen. I don't think I shall ever forget the contemptuous flash of the eyes he turned on me or the impatient remark: 'Tell me the truth; don't lie!'

"I had thought to lessen the anxiety I knew he must have been feeling, but if I had known him as I learned to later on, I should have told him the plain truth straight out. He thanked me, and, indicating his wounded shoulder with his eyes, remarked: 'Hard luck, just now.' That was all, but it was characteristic of the man himself."

Admiral Sir John Jellicoe's flagship is the Iron Duke. She was laid down in 1912 and floated in 1914. She has a displacement of 23,000 tons and is armed with 10 12.5-inch guns, 12 six-inch guns, six three-pounder guns and five torpedo tubes. Her thickest armor is 12 inches and her speed is 22.5 knots. She has a crew of 500 and can carry 8000 tons of coal. Her length is 539 feet and her beam is 90 feet.

Nursing the Wounded Soldiers

(Continued From Page 5.)

She was the first woman physician in Germany to receive official appointment to a hospital position.

She returned to Washington in 1895, and has since practiced here, and has won fame as a gynecologist, treating women only. She is a member of the board of directors of Columbia Hospital. Dr. Nordhoff-Jung has made it a practice to go abroad every Summer to keep abreast with the latest methods and to consult with world authorities in her particular line. It was on one of these annual study tours of Germany that she was married and brought her husband back here to practice with her. He has specialized on the stomach and is recognized as an authority. It was while she was on one of these

Summer educational tours this year, consulting with the great gynecologist, Clyné, in Munich, that war was declared. Being a German woman by birth, she threw her lot and her professional ability into the service of her fatherland.

In letters to her sister, who is now occupying her home at 1229 Connecticut avenue, Dr. Nordhoff-Jung has told more in detail about the tireless service that she and Dr. Jung have been performing than she has in her reports to the American Red Cross headquarters. They alternated in charge of the hospital on day and night duty, each doing a full 12-hour duty. They were kept so busy that they did not even get an opportunity to take their accustomed daily walk together,

Zeal to give herself to the utmost in caring for the soldiers has been expressed in every letter, and in the last she declared her intention of going to the front where expert services are sadly needed to save many lives that are now being sacrificed. W. S. S.

Securing Spanish Trade.

Catalogues should be printed in the Spanish language and all correspondence should be in that language. Catalogues printed in Spanish pay import duty at the rate of 50 pesetas per 100 kilos (\$4.277 per 100 pounds). When they are printed in English the import duty is only 10 pesetas per 100 kilos (\$0.875 per 100 pounds). The value of areas of catalogues that are practically unusable owing to the noninclusion there-

of one or more of these essentials. Numerous letters, circulars, catalogues and lists from American firms are also on file, but the majority quote no prices at all, or if prices are given they are not net and the discounts are not shown. German and Austrian goods have been largely advertised in this district by newspapers and periodicals and by means of signboards and lantern slides. The last-mentioned medium is a very popular one here, as there are many cinematograph theaters that run advertising slides between the regular films. This means of advertising is inexpensive and effective. Theater screens are also a largely used means of advertising and are generously employed by competing foreign firms.—Consular Reports.

As already stated, most American catalogues lack certain essentials for Spanish trade, such as quotations of net prices, weights per unit and in quantities, numbers packed to the case, quotations of complete machines, including all attachments, measurements set up and knocked down, Spanish language, and probable cost of packing and shipping. There are at present in this consulate catalogues in securing trade is some-

