THE SUNDAY OREGONIAN, PORTLAND, NOVEMBER 17. 1918



All Submarines to Be Surrendered

TO SURRENDER FLEET

Surface Warships Must Be

Vessels Are Listed.

LONDON, Nov. 16 .- (British Wireless Service.)-The meeting of the German naval delegates with the British naval representatives took place on Friday afternoon off Rosyth on the coast of Scotland. The German representatives consist of three delegates from the sail-ors' and sailors' council and four dele-gates from the people's council, includ-ing Rear-Admiral von Meurer. The sur-face warshing which are to be surren-

constant readiness for the encounter which never comes. Jutland Battle Recalled. wasps of the waters become known as mosquitoes? Some of them are as large as light crulsers. All of them, of whatever type, have had a share in the nec-essary work of running down the skulking submarine. Without them the war would long ago have been over. Out in the harbor was a dreadnought, the perfect image—if photography tells

anybody anything-of that supreme battleship, the Queen Elizabeth, which first blazed her thunderous way through mined waters toward the forts of Gallipoli. It wasn't the Queen Elizabeth. She was long and low, and dark, and terrible-simple and clear in her formidable outlines. Her great guns peered out from their turrets; her smaller guns lined her frowning sides. her There was no motion, no stir, no sign

of life around her, except a launch or two at her landing steps. At the stern of the little boat flew an Admiral's pennant. At her masthead waved another. Evidently she was the flagship. There was no evidence whatever that the advent of the editors had created What either excitement or consternation Near the flagship were other floating and motionless monsters, much like

record time. They knew better than to take the chance of a collision with the capital ships of England. What

had met was merely a cruising

ARMADA OF BRITAIN

American Editors Taken to See

Allies' Grand Fleet.

NAVAL POWER EXHIBITED

Without Fighting Monsters of the

Deep the War Would Have

Ended Long Ago.

BY EDGAR B. PIPER.

eventh Letter.) LONDON, England, October 15 .- Edi-torial Correspondence.) -- The naval fic-

s to know the exact base of the grand

Is to know the exact base of the stand fleet is still extant. Everyone in fact knows; for he has seen it, or certain powerful units of it, at some port in England, or Scotland, or Ireland, or perchance on the high seas, looking or waiting for the chastened enemy that skulks behind the barriers of Heigo-

The real location of the grand fleet is anywhere in the world that a Ger-man battlefleet—if there is really such

thing as a German battlefleet-may

Of course, the combined Pritish and

Of course, the combined Frittan and American armada has to start from somewhere, and go back to that same or some other somewhere, to get fuel and supplies, or make repairs, or other-wise to keep the ships in a state of

Jutland Battle Recalled.

To be sure, there is Juliand, where a number of German warships, out for exercise, or on some other mission en-

tirely foreign to the boasted Germar plan of challenging the British and Americans to open combat on the seas.

bled into a company of British ruisers in their daily hunt for some-

was an unhappy mischance for the

man. He fought, indeed, and he as fast as he could Then he beat

British to the cable office, and

sent out a false account of a great German victory. For a time the world,

which did not then understand the devious methods of German propa-ganda as well as it does now, thought

he grand fleet had met an outright

The truth appears to be that som British ships were sunk, and some German ships were sunk, and that the Germans then got out of the way in

Canal

e found

thing to shoot at.

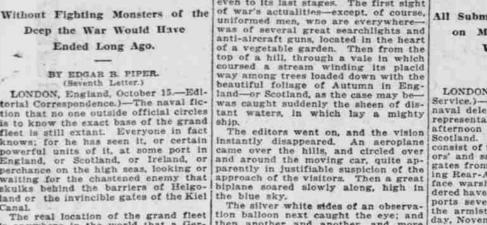
that no one outside official circles

ship.

SAVIOR OF WORLD

were inflicted. Except for the Jut-land misadventure, the Germans have

sunk, and other short strengt for the Jut-hand misadventure, the Germans have since thought it best to stay behind the imprognable defenses of the shore land. The British fleet is prepared always for action. It scours the North Sea and the North Atlantic Ocean day and night. It makes war on the submarine, so that it is now about 5000 vessels in the anti-submarine division allone. It is said submarine divisi



way, too. You have but to go to Westminster

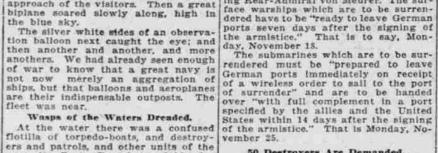
id, to see how its warriors of the sea

Abbey, or St. Paul's, or to other places where Great Britain buries its heroio

dead, to see how its warriors of the sea are honored. You have but to go to the various parts of Great Britain, or to walk the streets, or to visit places where men congregate, to note how paramount in the life and affairs of the country the navy and navy men are. Englishmen, Scotchmen and Irish-men exait the sailor. He is and long

men exait the sailor. He is, and long has been, and has ever proved to be, the bulwark of the nation.

Ships' Base Well Guarded.



50 Destroyers Are Demanded.

All the submarines are to be surren-lered and of the surface warships ten battleships, six battle cruisers, eight light cruisers and 50 destroyers of the most modern type are to be given up. The ten battleships which it would be natural to select are the Kronprinz Wilhelm and Bayern, both new dread-naughis completed since 1916; the Mark Graf, Koenig and Grosser Kurfurst, of the Koenig dreadnaught class, completed in 1914 and 1915, and the Kaiser, Kaiserin, Prinz Regent, Luit-pold, Koenig Albert and Friedrich der Grosse, all dreadnaughts of the kaiser class, completed in 1912 and 1913. Five battle cruisers, the Derflinger, Hindenburg, Seydlitz, Moltke and Von Der Tann, are apparently all that Ger-

many has, The armistice terms stipulate for the The armistice terms suppliate for the surrender of six. Eight of the most recent light cruis-ers are the Brummer, Bremen, Karls-ruhe, Pillau, Frankfurt, Nurenberg, Koeln and Dresden.

It is only if neutral ports are not available that the German warships are to be brought for surrender to allied ports.

Neutrals Are Timorous.

There was that other time, too, when In the process of terrorization by Ger-many, a favorite device of frightful-ness was to bombard the defenseless towns of the British Coast. In the gray of a certain morning, the raiding Huns ran smack into a lot of British battle-cruisers. But there is reason to believe that since the armistice was signed the neutral powers have made it clear that their ports are not likely to be avail-able for the inches was reason to believe that since the armistice was signed the since the armistice was signed the their ports are not likely to be avail-able for the inches was reason to believe that since the armistice was signed the sight, is restoring the hearing of liter-ally hundreds of people in New York City. Mr. Leonard invented this re-man warships will be brought into al-lied ports. But there is reason to believe that

national power. It was the culmina-tion of a thousand years of Great Brit-ain's mastery of the seas. No doubting a commission of surveillance appointed

His Hearing Restored.

the distinct units, for instant and ef-cruisers. What followed is history. There was a running fight, and the Blucher was sunk, and other satisfactory casualties were inflicted. Except for the Jut-land misadventure, the German have

Now Playing

DIRECTION JENSEN-VON HERBERO

Ready to Sail Tomorrow. The American editors came to a cer-tain city in the north, and then were DELEGATES IN CONFERENCE on Monday, November 25.

taken in a motorbus to a landing place. It was a journey pastoral and peaceful, even to its last stages. The first sight

knows it. He is sure of the result. But doubtless he would be just as eager for the test if he were not sure. It is the British way, and the American

Location of Fleet Secret.

A feature of the itinerary of the American editors was to see the grand fleet. The exact whereabouts of the great battle organization was pur-posely left in mystery. The editors were not blindfolded and taken over great unknown routes to unknown waters to their destination. Not that; but they were asked to sign a pledge that they would not divulge names, or places, or numbers, or formations or technical details of any kind.

Obviously, if they are to keep their promise, they would be much handi-capped. It would seem to be small satisfaction to a journalist to see a thing, particularly so mighty a thing, if he is not to tell about it. It may be done in general terms so long as he gives no information. The fleet inspected by the editors was

in harbor, and not in the North Sea nor the Atlantic. The harbor was a large harbor, a deep one and a well-protected one, and a very busy one. There were one, and a very busy one. There were many warships there; more than one and less than a thousand. There were more, indeed, by many times than any of the visitors had ever seen anywhere, or ever expected to see, and more prob-ably than ever were brought together anywhere prior to this war. They were anywhere prior to this war. They were at their stations in regular order, waiting, waiting, waiting-waiting for something to turn up.

"The Day" Always Awaited.

Every once in a while there is an alarm. A squadron, or several squad-rons, are notified to get ready to sail at a moment's notice. Perhaps they get the word to go, perhaps they do not. It is all practice. Or perhaps there is actual notice, through actual observations from the air, or from re-mote seas, that something is doing, in the directions where the German are known to be, and then away the ships speed in search of the foe that prefers to fight at a safe distance or not at all, or to strike from behind or beneath when he does strike. It is wearing business. But the Brit-

ish have kept pluckily at it for four years and more, and the Americans for one year and more. Some time there may come the day. Every British and American sailor hopes for it, prays for it, dreams of it. He is fit, and he



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now about 5000 vessels in the anti-submarine division alone. It is said not to be permissible to give out fig-ures. But Admiral Sims, of the Amer-ican Navy, did it, the other day, in a public speech; and his estimate is given here Most of the 5000 belong to the British navy. The invisible antiseptic car drum invented by Mr. A. O. Leonard, which is in reality a miniature megaphone, fit-

appointed. It was evidence that Ad-miral Rodman and his sailors were there to work, and not to play.



