

# ARMADA OF BRITAIN SAVIOR OF WORLD

## 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.  
(Seventh Letter.)

LONDON, England, October 15.—Editorial Correspondence.—The naval fiction that no one outside official circles is to know the exact base of the grand 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 Heligoland or the invincible gates of the Kiel Canal.

The real location of the grand fleet is anywhere in the world that a German battleship—if there is really such a thing as a German battleship—may be found.

Of course, the combined British and American armadas have to start from somewhere, and go back to that same or some other somewhere, to get fuel and supplies, or make repairs, or otherwise to keep the ships in a state of constant readiness for the encounter which never comes.

#### Jutland Battle Recalled.

To be sure, there is Jutland, where a number of German warships, out for exercise, or on some other mission, entirely foreign to the boasted German plan of challenging the British and Americans to open combat on the seas, stumbled into a company of British cruisers in their daily hunt for something to shoot at.

It was an unhappy mischance for the German. He fought, indeed, and he ran as fast as he could. Then he beat the 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 various methods of German propaganda as well as it does now, thought the grand fleet had met an outright reverse.

The truth appears to be that some British ships were sunk, and some German ships were sunk, and that the Germans then got out of the way in record time. They knew better than to take the chance of a collision with the capital ships of England. What they had met was merely a cruising squadron.

#### Bombarding Towns Stopped.

There was that other time, too, when in the process of terrorization by Germany, a favorite device of frightfulness was to bombard the defenseless towns of the British Coast. In the gray of a certain morning, the raiding Hun ran smack into a lot of British battleships.

What followed is history. There was a running fight, and the Blucher was sunk, and other satisfactory casualties were inflicted. Except for the Jutland misadventure, the Germans have since thought it best to stay behind the impregnable 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 one-fourth as effective as it once was. There are now about 5000 vessels in the anti-submarine division alone. It is said not to be permissible to give out figures. But Admiral Sims, of the American 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.

#### 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 purposely left in mystery. The editors were not blindfolded and taken over 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 handicapped. 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 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 probably than ever were brought together 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 squadrons, 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 remote seas, that something is doing, in the directions where the Germans 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 seems strike.

It is wearing business. But the British 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

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 way, too.

You have but to go to Westminster Abbey, or St. Paul's, or to other places where Great Britain buries its heroic 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 warlike the life and affairs of the country the navy and navy men are. Englishmen, Scotchmen and Irishmen exult the sailor. He is, and long has been, and has ever proved to be, the bulwark of the nation.

#### Ships' Base Well Guarded.

The American editors came to a certain city in the north, and then were taken in a motorbus to a landing place. It was a journey pastoral and peaceful, even to its last stages. The first sight of war's actualities—except, of course, uniformed men, who are everywhere—was of several great searchlights and anti-aircraft guns, located in the heart of a vegetable garden. Then from the top of a hill, through a vale in which coursed a stream, leading its placid way among trees loaded down with the beautiful foliage of Autumn in England—or Scotland, as the case may be—was caught suddenly the sheen of distant waters, in which lay a mighty ship.

The editors went on, and the vision instantly disappeared. An aeroplane came over the hills, and circled over and around the moving car, quite apparently in justifiable suspicion of the approach of the visitors. Then a great biplane soared slowly along, high in the blue sky.

The silver white sides of an observation balloon next caught the eye; and then another, and another, and more another. We had already seen enough of war to know that a great navy is not now merely an aggregation of ships, but that balloons and aeroplanes are their indispensable outposts. The fleet was near.

#### Wasps of the Waters Dreaded.

At the water there was a confused flotilla of torpedo-boats, and destroyers and patrol boats, and other units of the mosquito fleet. By what sad blunder of popular definition did these dreaded wasps of the waters become known as mosquitoes? Some of them are as large as light cruisers. All of them, of whatever type, have had a share in the necessary 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. 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, flying the 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 either excitement or consternation.

Near the flagship were other floating and motionless monsters, much like her. They were capital ships, each the peer of anything afloat, and all together the unquestionable superiors. Beyond was a long vista of lesser vessels, big, little, fast, slow, modern, combatant or noncombatant—all organized into distinct units, for instant and efficient action.

As a picture it was perfect. As a spectacle it was glorious. As a lesson it was an incomparable exhibition of national power. It was the culmination of a thousand years of Great Britain's mastery of the seas. No doubting American who has wondered what England has done in the war could fail to find the answer here. It was complete, all-convincing, tremendous. This fleet saved Great Britain from early defeat. It saved the allied cause. It made possible America's effective entry into the war. It is the foundation and backbone of the entire opposition to Germany's plan to conquer the world.

The editors saw it all—all that was lying there waiting for the Germans to come out. Perhaps they will; but the British, and their allies, the Americans, fear they will stay timorously at Kiel and Heligoland to the end. The American battleships were away on cruise. But the visitors were not greatly disappointed. It was evidence that Admiral Rodman and his sailors were there to work, and not to play.

# GERMANS PREPARING TO SURRENDER FLEET

## Surface Warships Must Be Ready to Sail Tomorrow.

### DELEGATES IN CONFERENCE

#### All Submarines to Be Surrendered on Monday, November 25. 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 sailors' and sailors' council and four delegates from the people's council, including Rear-Admiral von Meurer. The surface warships which are to be surrendered have to be "ready to leave German ports seven days after the signing of the armistice." That is to say, Monday, November 18.

The submarines which are to be surrendered must be "prepared to leave German ports immediately on receipt of a wireless order to sail to the port of surrender" and are to be handed over "with full complement in a port specified by the allies and the United States within 14 days after the signing of the armistice." That is Monday, November 25.

#### 50 Destroyers Are Demanded.

All the submarines are to be surrendered 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 dreadnaughts completed since 1916; the Mark Graf, Koensig and Grosser Kurfurst, of the Koensig dreadnaught class, completed in 1914 and 1915, and the Kaiser, Kaiserin, Prinz Regent, Luitpold, Koensig 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 Germany has.

The armistice terms stipulate for the surrender of six.

Eight of the most recent light cruisers are the Brummer, Bremen, Karlsruhe, Pillau, Frankfurt, Nuremberg, 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.

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 available for the irksome purpose and there is no doubt that the surrendered German warships will be brought into allied ports.

Surface warships which are left to Germany will be concentrated in one or more of the German ports. They will be paid off and completely disarmed and will be under supervision of a commission appointed for the purpose of the associated powers.

Regarding the German submarines which fled before the revolutionaries and took refuge in Swedish waters there is no doubt they will have to be surrendered.

Regarding the Black Sea arrangements are now being made for the surrender of all ships in German hands. It seems now to be practically certain they will be surrendered without trouble.

#### His Hearing Restored.

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Meehan centered his attack on Fulton's body, while the latter concentrated on Meehan's face with a constant succession of straight lefts.

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