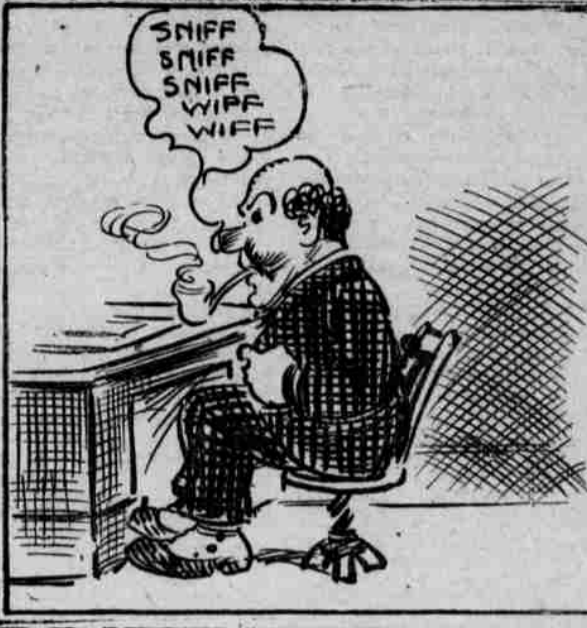


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Story of War—Conditions of Warring Navies at End of Two Year's Conflict

By Ed L. Keen
 (United Press staff correspondent)
 London, July 9 (By mail)—Britishers don't appreciate their navy. This statement goes as much for Arthur Balfour as it does for Bill Bowbells. Both of them are near sighted. Also they lack imagination.

Just because Admiral Jellicoe in his initial dispatch regarding the Jutland fight didn't jibe bouquets on himself and the grand fleet, the first lord of the admiralty failed to read between the lines that the British had really won the greatest naval battle since Trafalgar.

But it was all there—and he had the German wireless report as confirmation. After detailing his losses—Jellicoe modestly observed that "the enemy returned to port." The Germans had already told the world that on May 31 "during an enterprise directed northward" the high seas fleet had encountered the enemy, etc., and that on the following day it "returned into our ports."

Instead of featuring this one essential fact, Balfour dolefully emphasized the great losses sustained by the British. England went to bed that night in a blue funk. The psychological gloom was thick. Bill Bowbells and all his friends were convinced that Jellicoe and Beatty had gotten the worst of it. More important still, the neutral world had been similarly impressed.

"German Fleet Beats British," "German Wins Great Sea Fight," read the headlines in American newspapers over dispatches containing both the British and German admiralty communications.

A British Victory

Even if the British losses had been greater than those of the Germans—which they weren't according to the belated admissions of the German admiralty, news of the loss of certain ships have been withheld "for military reasons"—it still would have been a British victory, in the opinion of most naval strategists in these parts.

Bill Bowbells isn't much of a strategist, but when he finally gathered that the Germans had started out on an "enterprise" which they had abandoned in the face of the foe, and had returned limping into their ports, he opined that perhaps Jellicoe hadn't been licked after all. Arthur Balfour, himself, some days after the fight, in a public speech brought out quite strongly this fact.

What a magnificent opportunity for a press agent! Why, even a fairly competent cub reporter could have written a more cheerful communication without adding to or distorting the facts at hand.

A possible explanation is that Balfour was so obsessed by previous public criticisms of the official pronouncements to withhold unfavorable news, that he determined in this case to let the worst be known at once.

The unfavorable effect upon the public was immediate. The next day's British papers were filled with bitter comment and gloomy forebodings. The navy had already failed properly to protect the east coast against sporadic raids, and now when it had a real chance at the enemy it had suffered disaster! There were loud calls for a clean sweep of the navy administration. Bring back "Jellicoe" Fisher! He'll do the job right, etc.

Lost Sight of the Result

Balfour and Bowbells—officialdom, press and public—in their contemplation of the really heavy losses sustained by the British fleet not only completely lost sight of the result of the fight, what it meant for the future security of the island kingdom as well as of the empire and the allies generally; but they forgot entirely what the navy has been doing ever since the war started. Their perspective on both future and past was out of focus.

After all, the Jutland battle was but an incident. It was a day's work—a hard day, that sent thousands of brave men to death and filled homes throughout England with widows and orphans—but it was merely part of the great scheme.

The navy's really hardest work has been mine sweeping and submarine hunting, the former comparatively safe but awfully monotonous, the latter dangerous and at times thrilling. In mine sweeping the navy has had the valuable assistance of the coast fishermen. As to submarine hunting, the navy isn't saying much. The "bag" I have announced, but any blue jacket would offer it as his opinion

that the decrease of the U-boat menace has been due to other things besides diplomatic notes from Washington.

Navy is Still Growing

While the British navy has been working it has been growing. The details of its growth are not known to the writer, and if they were he would not dare tell. He believes it has been growing faster than the German navy. But regardless of its added units, taking the two navies as they stood at the beginning of the war, and allowing for the admitted losses on both sides, the British navy, according to the calculations of experts is relatively more powerful today.

In battleships and battle cruisers of the dreadnought era (built since 1904)—the ships that really count in modern warfare—Germany has lost 18.5 per cent of her strength, while Britain has lost 6.6 per here. In light cruisers of the same period British loss has been only 5.2 per cent, while Germany has been weakened nearly 45 per cent. In vessels of the older type, Britain's relative loss has been heavier, chiefly on account of the disastrous Dardanelles venture, and partly because these types being more easily spared have been assigned to other dangerous enterprises.

Has Defended Her Title

For two years now Britain has successfully defended her title as mistress of the seas. The Jutland fight merely clinched what had already been accomplished through incessant watchfulness, day in and day out, combined with a real personnel and efficiency of material hitherto never approached in naval history. If the allies are victorious in the end, this will be due to the diligence of British seamen as much as to the prowess of British soldiers; for without the security afforded by her navy, England would neither have been able to transport her soldiers to the firing lines nor to keep up the ever increasing supplies of arms and ammunition from both England and America to her troops and those of her allies.

The Russian Navy
 By William Philip Shumas
 (United Press staff correspondent)
 Petrograd, July 2 (By mail)—"Where is the Russian navy?"

For several days I have been asking this question of statesmen, journalists, diplomats, writers, Duma members and others. For reply, a flock of question marks seems to rise in the air after the fashion of cartoonists and comic supplement artists have inaugurated.

Nobody seems able to tell us. "What has the Russian navy done in the last two years?" I have demanded time and time again. The response is more question marks.

The British fleet is an open book compared to the Russian navy. Everybody knows the English warships are "somewhere in the North Sea." One can look at a map and tell pretty much just whereabouts in this they must be. But no such precision is possible regarding the Russian navy.

"Why so much secrecy about the navy?" I asked a member of the Duma.

"It is the navy's way," he answered, shrugging his shoulders. "The navy is different from the army. We get a daily communication based on the army's activities, but the navy is in a rage every time it is mentioned. It wishes to operate utterly and absolutely in secret and discourages any sort of publicity."

Demand Utter Secrecy

The navy has had at least one brush with the Germans during which two of the larger German ships were sunk, together with about three destroyers. In Petrograd, a rumor spread exaggerating the victory and some mention was made of it in the Duma.

The naval authorities were furious. They wanted the entire affair to pass without a line in the papers and without the public knowing anything about it. As the news had leaked out it became necessary to explain just what had happened and this the navy considered prejudicial to its plan of campaign.

"Everything depends on absolute secrecy so far as the Russian navy is concerned," an official told me. And that is as far as he could go.

This much, however, is known of the Russian fleet: It played a very important part in checking the German left wing advancing through Courland on Riga and undoubtedly did its share in preventing the capture of that

port. It played havoc among the kaiser's legions operating along the Baltic coast and the shores of the Gulf of Riga.

It has operated in conjunction with the British in the Baltic, and kept the Gulf of Finland and Gulf of Riga secure, two exceedingly important tasks. In the Black Sea the Black Sea fleet aided Grand Duke Nicholas' advance from the Caucasus into Asia Minor against the Turks. In the taking of Trebizond, it was officially admitted that the fleet did important work.

Russia to Be Sea Power

At the outset of the European war, Russia, of all the great powers, was least prepared for effective sea fighting. In the first place she had met with naval disaster during the Russo-Japanese war and was just beginning to recover her poise when the present upheaval caught her. Still, considering her start, she has done wonders accumulating naval units.

England virtually has admitted in principle that Russia should become the Dardanelles in the final reckoning. This means that Russia must become one of the great sea powers, especially in the Mediterranean, as she must at all times be prepared to keep her straits open. This is vital. The closing of the Dardanelles for any reason is like a grip at one's throat—the protracted tightening of which means death.

Russia must ship her grain by sea, especially by the Black Sea, Marmara, the Dardanelles, Aegean and Mediterranean. The great rivers of the empire bring it down to the sea, whence it goes by ship through three tortuous passages to the outside world. It will not stand railway shipment, long overland hauls. It is the sea route or none with Russia so she must increase her high sea fleet tonnage in order to keep this open to her freighters.

The present fleet is far smaller than Russia now would have if her wishes could have translated into warships. She is not a shipbuilding country herself and accumulating a fleet by purchase from foreign countries is rather a slow job. All things considered, Russia has done well to collect as many units as she has and with these units to accomplish what she has in the present war.

The French Navy
 By Henry Wood
 (United Press staff correspondent)
 Paris, July 2 (By mail)—Two years after the beginning of the present war, France's navy is in a position to render possible the following: hypothetical promise to France's allies: "Where is the British navy? It should be wiped out, France will come to the front with her navy, and either through final defeat of the German navy or an effective continuation of the present blockade, continue indefinitely the allies' mastery of the sea."

This is all France will have said at present of her naval development during the last two years. Naval construction is the one thing European powers do not care to make public, even in times of peace.

Taken French naval development has taken place in the last two years is no secret. Since the war began, France has built up a military machine equal man for man and material for material to the organization Germany has been torturing years perfecting. It can safely be said that something of the same growth and re-organizations also has taken place in her navy.

May Now Bank as Third

When the war began, the French ranked fourth numerically. While it would not be possible, at present to say she has passed into third place, it is possible to state that she is toying close to that position.

One of the important reasons the French navy after two years of war occupies still such a strong numerical position, is that since the beginning of the war her losses have been perhaps less than those of any other navy involved. This might seem to be because France has not participated in any great naval battles. But she has participated in great and hazardous naval undertakings, involving such risks that she feels that her light losses can be justly attributed to naval efficiency alone.

Since the beginning of hostilities, France, in bringing troops from her African colonies, and then taking them back has effected the transportation of over 1,600,000 men. This has been done with the Mediterranean infested with enemy submarines and yet without

the loss of a single French transport.

Half Million to Salonika

For the operations in the near east, comprising the transport of the expeditionary corps to the Dardanelles, their subsequent removal and finally the sending of French troops to Salonika, the French navy has effected the transportation of another half million men, and this with the loss of only one transport—La Provence. How dangerous the Mediterranean was during these operations is indicated by the heavy losses at the Dardanelles and the Aegean Islands inflicted on warships and merchantmen generally.

Still equally significant is the fact that it was largely the French navy that took off over 100,000 Serbian, Montenegrin and Albanian troops, transporting them to Patras, for the railway voyage across Greece to Piraeus and finally again by sea from Piraeus to Salonika. The great bulk of this task was performed within a few miles of Austria's submarine and torpedo boat base in the Gulf of Cattaro without the loss of a single person.

The French navy has been insured the safety of France's two principal ports, Bordeaux and Marseilles, where steady commerce with the entire world has been rendered possible and with few losses. The growing achievement of this effective protection came, when no less than six great convoys of Russian troops disembarked at Marseilles without the loss of a single soldier. Importance is added to this fact that all of these convoys had to traverse the Mediterranean within a few miles of the Austrian submarine and torpedo boat bases in the Adriatic. While Austria and Germany might possibly have been ignorant of the passing of the first convoy, there is no question but they knew of the five that followed at intervals of a few days, yet not even a single one was sunk.

Most Efficient of All

France feels, therefore, that if her navy shows a relatively large numerical increase over those of her allies, due in part to intensive construction and small losses, she is entitled to all the credit for the latter through a naval efficiency that has made it impossible for the ever present enemy to strike her.

Of the vital changes that have been made in the French navy since the opening of hostilities reference can only be made to one. Previous to the war, France was popularly supposed to

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SOUTHERN PACIFIC

NORTH BOUND
 No. 16—Oregon Express 5:00 a. m.
 No. 24—Eugene Limited 3:02 p. m.
 No. 25—Willamette Limited 9:22 a. m.
 No. 13—Shasta Limited 11:55 a. m.
 No. 18—Portland Passenger 1:27 p. m.
 No. 20—Portland Passenger 5:04 p. m.
 No. 14—Portland Express 8:04 p. m.
 No. 22—Portland fast Freight 10:30 p. m.
 No. 22B—Local way Freight 10:35 a. m.

SOUTH BOUND
 No. 15—California Express 3:32 a. m.
 No. 17—Roseburg Passenger 11:20 a. m.
 No. 23—Eugene Limited 10:01 a. m.
 No. 19—Cottage Grove Pass. 4:16 p. m.
 Makes connection with No. 74 Gear branch.

No. 31—Shasta Limited 5:43 p. m.
 No. 27—Willamette Limited 6:10 p. m.
 No. 15—San Francisco Express 10:50 p. m.
 No. 221—San Francisco Fast Freight 11:41 a. m.
 No. 22B—Local way Freight 12:04 a. m.

Salem-Gum Link
 No. 73—Arrives at Salem 9:15 a. m.
 No. 74—Leaves Salem 9:50 a. m.
 No. 75—Ar. Salem (mixed) 2:00 p. m.
 No. 76—Leave Salem 4:30 p. m.
 *No connection south of Gear.

SALEM, FALLS CITY AND WESTPORT.
 No. 161—Lv. Salem, motor 7:00 a. m.
 No. 162—Lv. Salem, motor 9:45 a. m.
 No. 163—Lv. Salem for Mouthout 11:10 a. m.
 No. 167—Lv. Salem, motor 4:00 p. m.
 No. 168—Lv. Salem, motor 6:15 p. m.
 No. 230—Way Fr't Lv. Salem 5:00 a. m.
 No. 162—Ar. Salem 8:40 a. m.
 No. 164—Ar. Salem 11:10 a. m.
 No. 166—Ar. Salem 3:15 p. m.
 No. 168—Ar. Salem 6:00 p. m.
 No. 165—Ar. Salem 7:45 p. m.
 No. 240—Way Fr't Ar. Salem 1:35 p. m.

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