

# ENTRY OF AMERICA FORCED CHANGE IN THE BRITISH NAVY

Admiralty Recall of Sir John Jellicoe Signal for More Vigorous Methods.

(Special Despatch.) London, Saturday.

The important change which has been announced in the office of First Sea Lord of the Admiralty is less surprising than might at first sight appear, if the large number of new appointments to the Admiralty during the comparatively short period of the war are taken into account. Sir Rosslyn Wemyss is the fifth occupant of the post of chief naval adviser to the government since the war began, and there have been many changes in other appointments.

Personal issues are apt to overshadow the significance of such an event as the retirement of Sir John Jellicoe, but it is important to recognize that the change points to the further development of a policy already in operation rather than to the inauguration of entirely novel methods. The change of government a little more than a year ago was brought about in response to the demand for a more vigorous prosecution of the war, and the movements at the Admiralty since then have all been made with the intention to give effect to this demand.

### New Methods Applied.

The aim has been to increase the output of material for the naval war and to improve the machinery for its use in action, particularly in the direction of producing and developing methods and appliances for dealing with the submarine menace.

If considered by itself, Jellicoe's retirement must lead to an incorrect perspective being obtained. It must, however, be viewed in the light of the events of the last year, and particularly (1) the inception of the unlimited submarine campaign; (2) the consequent entry of America with her naval forces into the struggle, and (3) the more recent creation of an inter-Allied naval council. It was obvious that the setting up of this last named body, comprising as it does the heads of several of the Allied naval administrations, with representatives of those overseas, could lead to the development of all scientific operations connected with the conduct of the naval war.

As regards the entry of America, coupled with the vitality and eagerness naturally associated with new comers, her naval officers brought to the great problems of the sea war open minds and fresh ideas, while the United States fleet also has had a great influence upon the situation as regards relative strength by reason of the very excellent material it has brought into operation on the side of the Allies. Thirdly, the disturbing effect upon earlier well laid schemes of Germany's new submarine outburst is obvious.

### More Driving Force.

From the foregoing it will be seen how great and urgent was the need at the Admiralty for what Mr. Churchill described as more driving force and mental energy. Although Sir John Jellicoe brought with him from the Grand Fleet a certain number of officers experienced in the newer forms of warfare, he did not by any means make that complete change which later events have shown to be essential, and it has been felt that there still remained a leaven of the older men, whose adaptability to the new circumstances seemed to be in doubt.

The older school under which the British fleet was prepared for war and which directed the conduct of the sea operations during the early months of hostilities, was rightly dominated by the idea that the Grand Fleet in the North Sea was not only the sure shield of the Empire and the Allies, but the pivot upon which the whole conduct of the war depended. Everything else was subordinated to the maintenance of that fleet in the highest possible condition of strength and efficiency. The fact that he did not push home the Jutland battle was due to the apparent disinclination of Sir John Jellicoe to jeopardize in any way this force in the North Sea.

# Britishers Pay Bets on the War

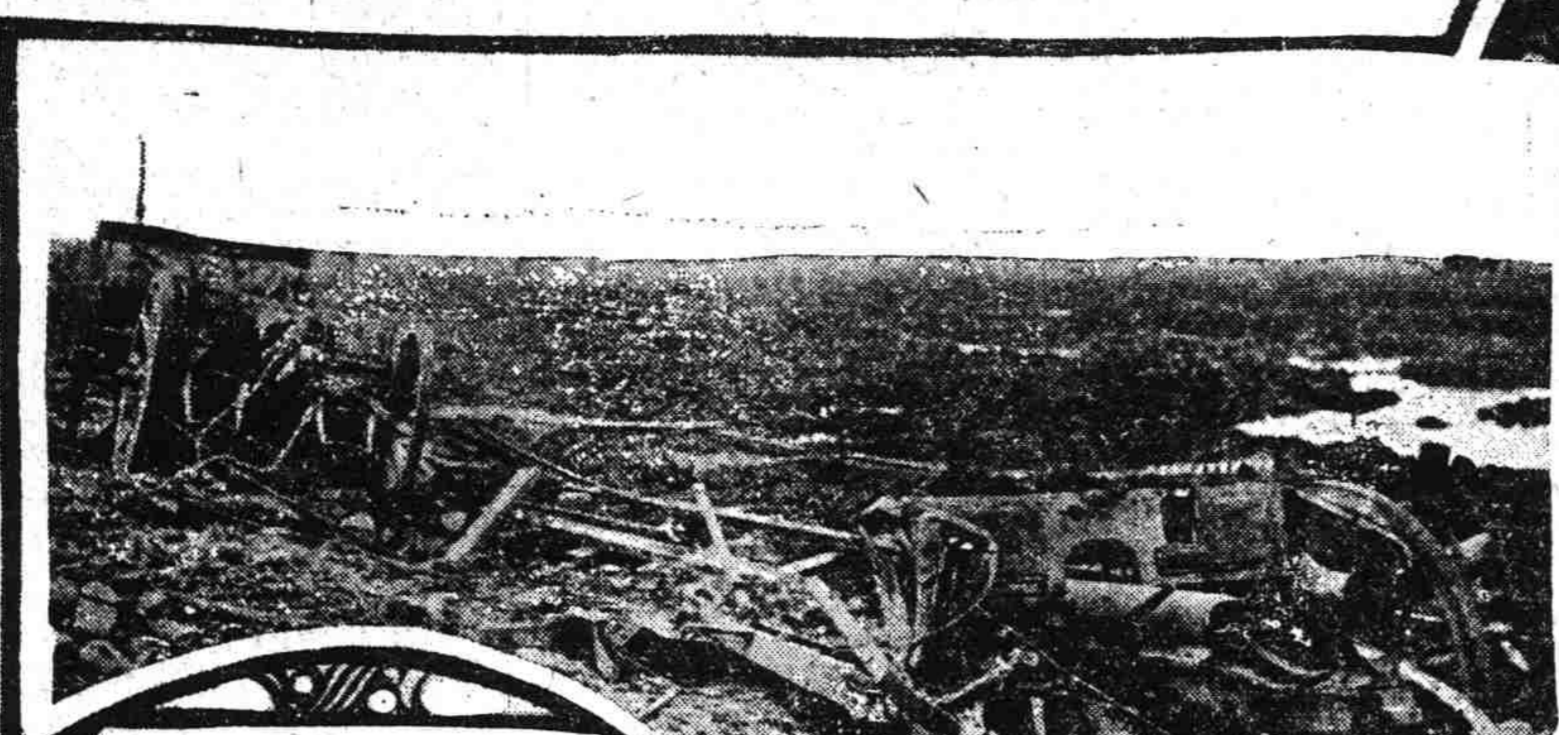
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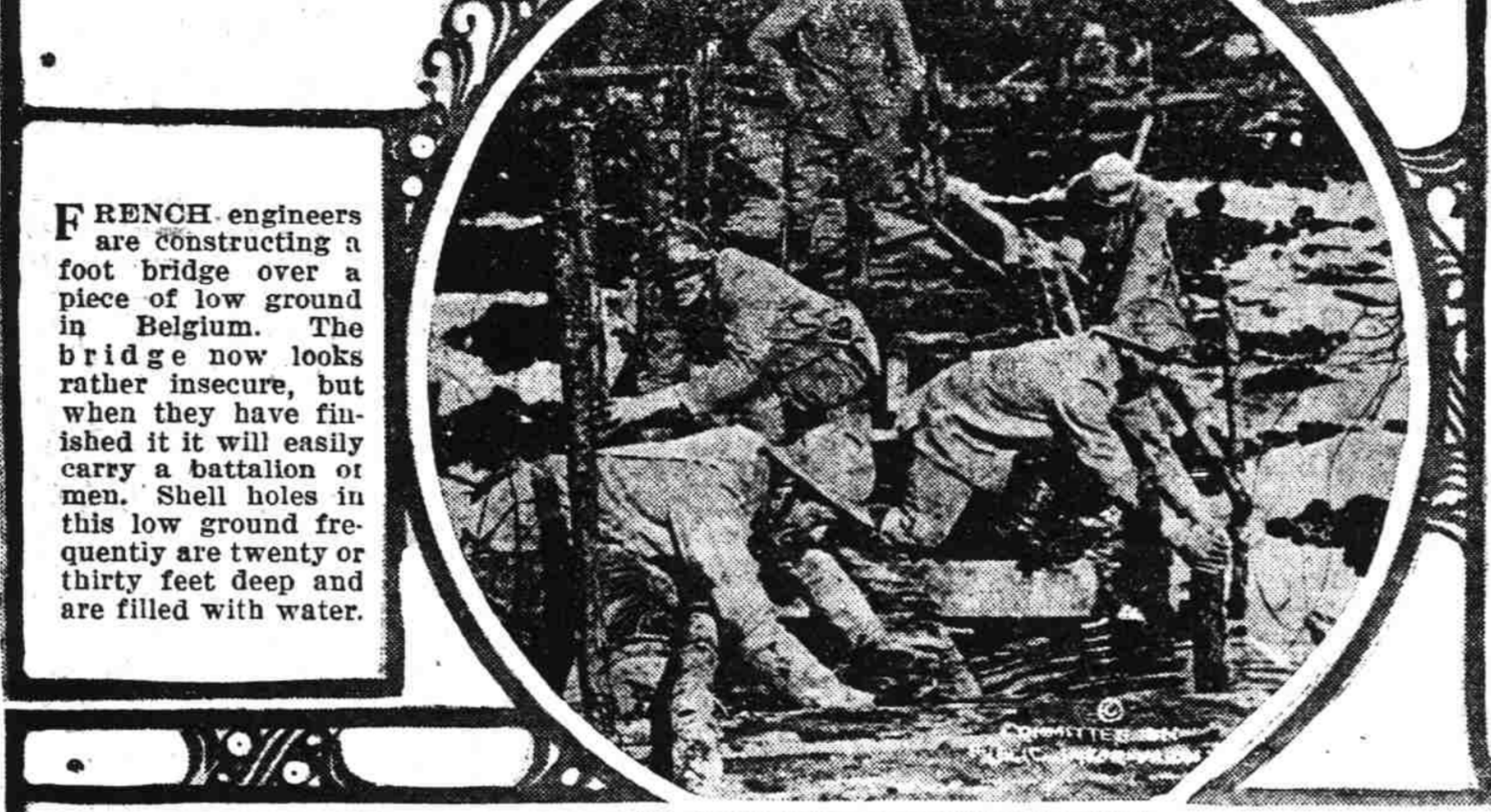
The heavy explosive shell struck within a few feet of the conning tower and smoke darkened the cloud of spray which shot high in the air. Simultaneously the tower vanished. A torpedo boat destroyer, which had accompanied the steamship a quarter of the way across the Atlantic, whirled quickly in her course and in a few minutes was at the very spot where the steamship's shot had fallen.

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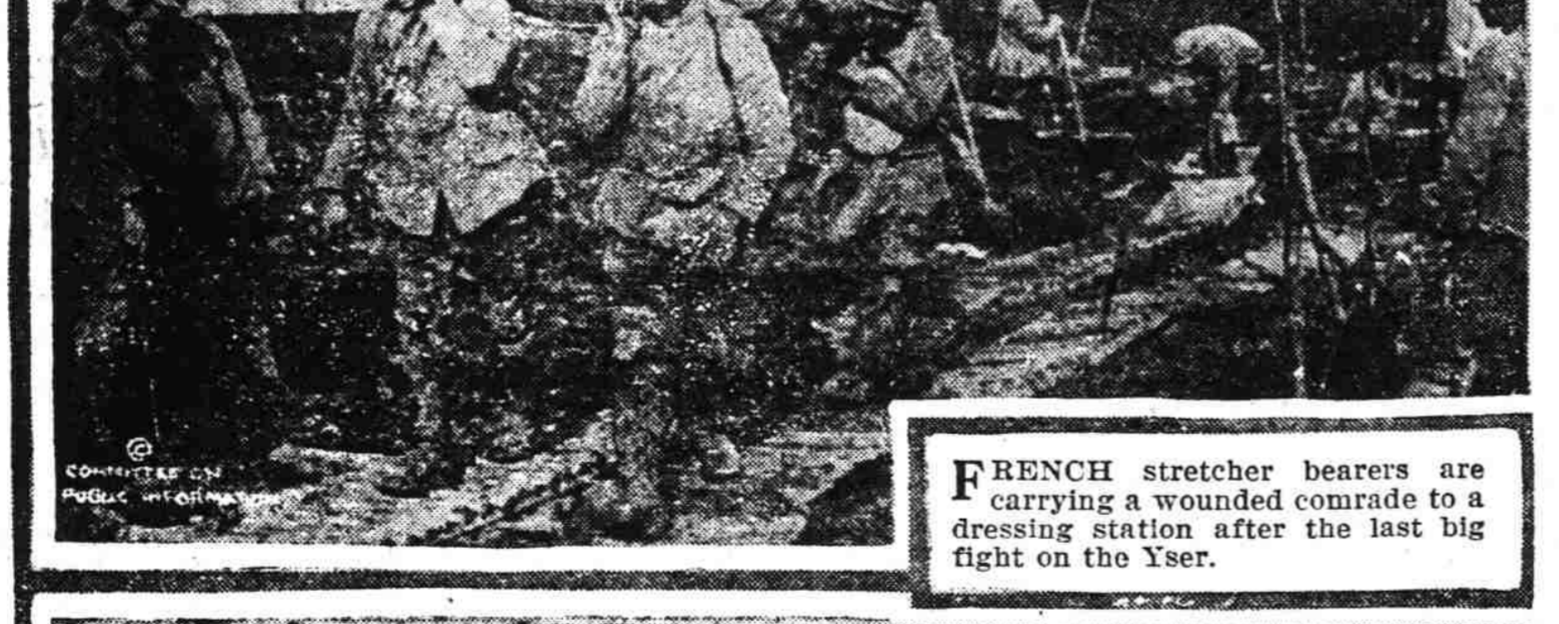
# FIGHTING IN SWAMP LAND



WHAT happened to a Boche battery when the allied guns got its range. It was photographed on a Flanders field abandoned by the enemy. (Pictorial Press Photo.)



FRENCH engineers are constructing a foot bridge over a piece of low ground in Belgium. The bridge now looks rather insecure, but when they have finished it will easily carry a battalion of men. Shell holes in this low ground frequently are twenty or thirty feet deep and are filled with water. (Pictorial Press Photo.)



FRENCH stretcher bearers are carrying a wounded comrade to a dressing station after the last big fight on the Yser. (Pictorial Press Photo.)



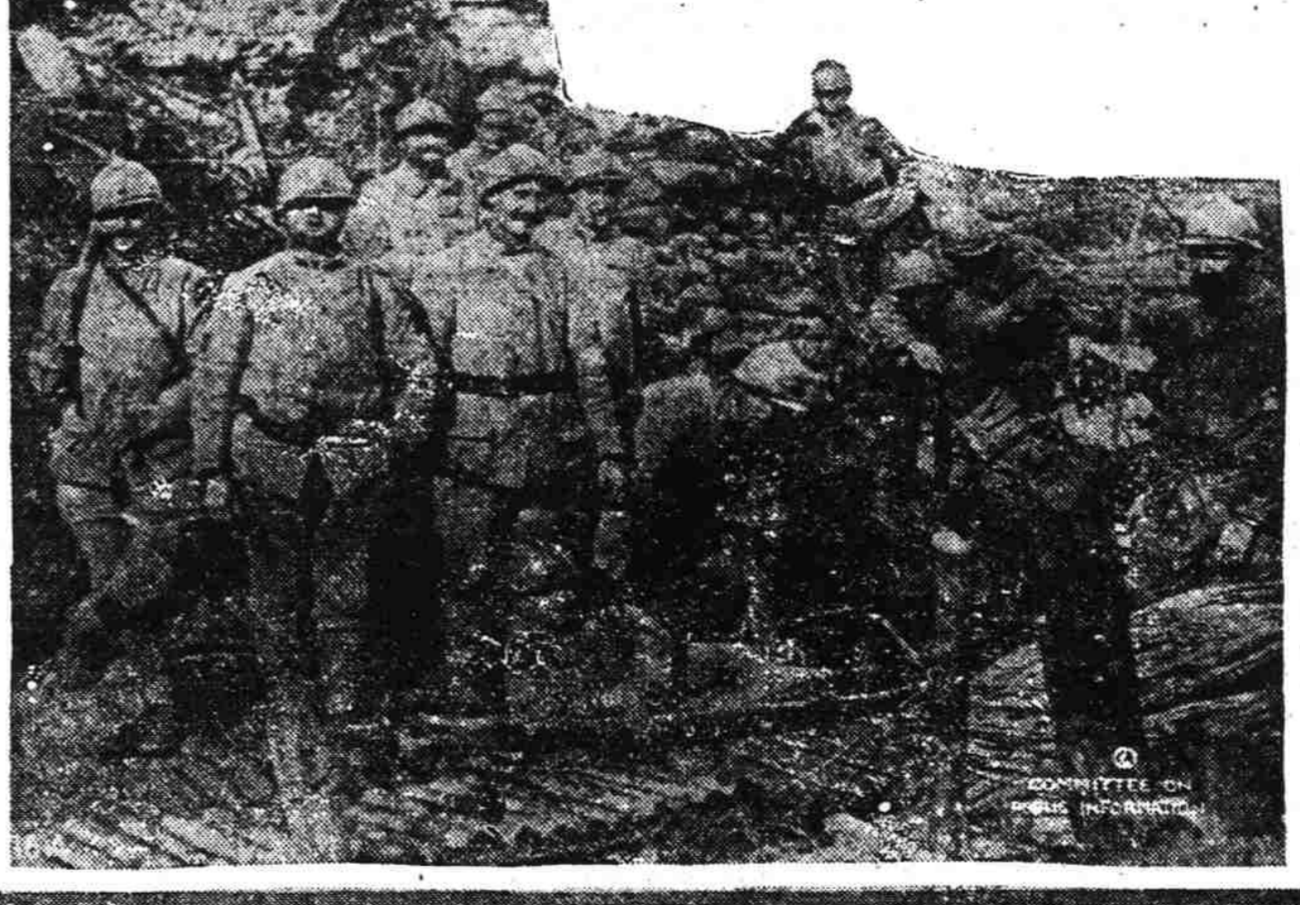
THE only way it is possible to advance over some of the reconquered ground of Belgium is by means of these bridges hastily built by the engineers. (Pictorial Press Photo.)



ONE of the Hun Minnewerfers which sends over to the allied trenches a bomb more than twice as long as the barrel of the piece and which means instant destruction to everything in the vicinity when it explodes. (Pictorial Press Photo.)



THIS picture shows the first step in light bridge building. Pile drivers are not available at the front, but in such swampy ground as this well used musclic serves just as well. The walk is laid on stringers nailed to the posts. (Pictorial Press Photo.)



A FEW hours before this picture was taken the mass in the background was a concrete Prussian shelter. When the advance came it was captured and turned by the French into a telephone and field dressing station. It is to this point the bearers in the picture to the left are making their way. (Pictorial Press Photo.)

# GERMANY LOSING HOME MAN POWER BY TUBERCULOSIS

London Post Declares War Really Is a Question of Human Endurance.

(Special Despatch.) London, Saturday.

It is becoming increasingly clear every day, says an article in the Morning Post, that the war is not being waged only at the front. The war has become in truth a war between nations—there are no longer non-combatants on either side. It is a question really of endurance in the last stages of the struggle, and in the testing time that lies before the morale of the people at home will probably be the final and determining factor as to the issue.

It is not what the inflated rhetoric of the day calls a question of the last farthing and the last man, but of the general determination and endurance of the mass of the population. On this aspect of affairs it is most important to know, in so far as that is possible, how far the strain is telling on the other side—to gather together any reliable indices as to what conditions are actually prevailing.

Mere vague general statements are of little or no value. What one wants, if they can be had, are statements that are full and precise, that can be weighed and measured so as to give something like an indication of the difference from the normal and pre-war conditions. Unfortunately, information of this full and precise character is not easily got at. Occasionally, however, some facts come to light which gives something tangible on which to base our estimate of relative loss.

One of such sets is the record of deaths from tuberculosis, a disease in which the general conditions as to nourishment contribute materially to the incidence of mortality. There are available returns of deaths from this disease in a very large number of places in Germany, representing something like two-fifths of the population of the empire. These show an enormous increase in deaths on the numbers recorded in the same places before the war.

Here are the numbers of such deaths for the first six months of this year, as contrasted with those for the same period in 1913, for the different divisions of the German Empire:

Federal State	No. of Deaths, 1913	No. of Deaths, 1914	Inc. Cent.
Prussia	13,876	24,331	77
Bavaria	2,242	3,141	40
Saxony	1,754	2,388	45
Württemberg	662	920	40
Baden	755	1,094	45
Hesse	388	973	150
Alsace-Lorraine	588	845	44
Other States	1,763	2,849	56
Total	22,008	37,064	76

It will be seen that the increase in the numbers and percentages of deaths from this scourge is marked in every part of the empire, but that this increase is not by any means so great in the South German States—Bavaria, Württemberg and Baden—as in Prussia and Saxony.

It is matter of common knowledge that there have been continual bickerings as to the food conditions prevailing in different parts of Germany, and that it is alleged again and again that Bavaria in particular is better off in this respect than the others.

Complaints have appeared with great regularity that Bavaria was not bearing her share of the common burden in this respect, and that her refusal to allow foodstuffs to be exported to Prussia was an act of selfishness. Whatever ground there may be for such accusations they are borne out by the figures above quoted.

If the numbers of deaths in the towns in question are a fair index of the general conditions prevailing, this current year would give a death-roll of something like two hundred thousand persons from the great white scourge. As far as information that may be relied upon is available, the situation in this respect is much the same in the Dual Monarchy as it is in Germany. That information is practically confined to the three cities, Vienna, Prague and Budapest.

# He Braved Death 7 Times to Flee German Inferno

(Special Despatch.) Paris, Saturday.

Louis Lamal, of the French Engineer Section 1-5, tells an exciting story of his escape from a German prison camp. He was captured at Maubeuge in September, 1914, and taken to Germany. He made seven attempts to escape, was recaptured six times and was fired at and wounded by the German guards on four occasions. He says:

"Some of my wounds were so bad that I had to remain in the hospital for months. On one occasion I swam the Rhine and was in the water nearly an hour, only to be retaken, and after having been wounded. At the last attempt I had just got safely across the border, near Cologne, and, despite the fact that I was really out of Germany, I was fired at from the German side. A bullet lodged in my neck and I was not until I reached Paris that I had it extracted.

"On that last attempt I was assisted by an Alsatian woman, who was so sure that I should get through safely that she entrusted me with some important documents for a French destination. "Conditions were so awful in the German prison camp that death seemed preferable to remaining there, and I was ready to take any chance if only I could get out of that inferno.

"Although I am young and strong I felt that I could not possibly endure those privations. I decided to risk being killed rather than to be driven mad. Consequently I never missed a single opportunity that presented itself to get away, for I always had a feeling that I should succeed in the end, though my body bears the scars which are the result of my decision.

"While in Germany I had to sample all the substitutes which they give you as food, and this brought on an attack of dysentery. Unfortunately, many other brave fellows are still enduring the lot that was then my own. The food was indeed bad. You never knew what you were eating, and yet you had to get nourishment somehow in order to keep alive. "Lamal was a prisoner for more than three years, has been back about a month and is now with the Third Engineers.

# Passengers Show Interest, Not Fear, While American Vessel Fights Submarine

(Special Despatch.) London, Saturday.

The six hundred passengers who arrived at an English port recently on board an American liner steamship have a thrilling story to tell of an encounter with a submarine. The undersea craft chased the vessel for ten minutes, but so far as is known did not discharge a torpedo. The crew of the 8-inch gun on the stern of the steamship fired two shots. The second, in the opinion of the officials of the vessel and those passengers who were on deck, carried away the periscope of the submarine.

The heavy explosive shell struck within a few feet of the conning tower and smoke darkened the cloud of spray which shot high in the air. Simultaneously the tower vanished. A torpedo boat destroyer, which had accompanied the steamship a quarter of the way across the Atlantic, whirled quickly in her course and in a few minutes was at the very spot where the steamship's shot had fallen.

A huge dirigible, a thousand feet above the sea, which had acted as a pathfinder for the transatlantic craft, as the latter zigzagged its way through the Irish Channel, manoeuvred about the spot, but saw neither wreckage nor oil. The opinion flashed back, however, was that the submarine had been struck by a fragment of the shell which broke within a few feet of the periscope.

Passengers Showed No Fear. No more was seen of the submarine. The incident occurred at noon while the liner was well out from port. The panic which many had expected to follow a brush with an undersea terror did not come. To the surprise of the gunners and the members of the crew, the passengers—women as well as men—took a lively interest in the situation, and reluctantly left the decks when the word was given for them to go hurriedly below to the dining saloon.

There was nothing even approaching excitement. The passengers' first knowledge that anything was going on came with the boom of the big stern gun. Instantly people flocked from the companionways to the decks. In twenty seconds there was a second report. At least thirty passengers saw the second shot strike. Most of them agreed that it scored. The officers on the bridge did not see the conning tower of the submarine, but they saw the splash, and in a second the course of the liner was altered so that a torpedo, if one had been discharged, might miss the vessel. No torpedo wake was seen. The opinion of the ship's crew was that the submarine was preparing to launch its deadly missile when its presence was discovered.

There was a difference of opinion as to whether the object fired at was the eye of a submarine or a piece of vagrant wreckage. Inasmuch as nothing could be seen after the shots had been hurled, it was taken for granted that the judgment of the gunners was accurate, that a submarine had really been creeping upon the liner with the intention of sending her to the bottom of the Channel, and that she probably had been sunk, leaving no evidence on the surface.

The captain of the gun crew which discovered the enemy declared to me that he was positive a submarine had risen behind the liner. He says it was about a mile away. One of the youthful members of the gun crew first detected it. For ten minutes watch was kept upon the object up a well and left a wake. Satisfied that it was a subsea craft the word was given to fire and the first six inch shell sped toward it. It sent up a small splash about twenty feet to one side. Then came the second. The shower of water and smoke which spurted when this shell struck convinced the gunners that they had scored a hit which, in any event, had done great damage to the submarine.

Twice after this as the steamship ran its tortuous course through the Channel objects were seen which caused a hasty exchange of signals between the vessel and her speedy and aerial convicts, but no submarines appeared.

The journey over was otherwise destitute of thrills, but had a sentimental touch. Christmas was celebrated in mid-ocean. While the sea was running high and a full moon showered its silver on the ocean's surface, silhouetting the steamship so that she might be seen for miles, four hundred persons gathered in the dining saloon for a Christmas evening concert. It was the most exciting night of the voyage because the danger zone was being entered and the convoy of American destroyers was more than a hundred and fifty miles away, but speedily and swiftly to their task.

Young men from various officers' training camps furnished a musical programme which had some delightful features. Henry L. Stimson, of New York, a lieutenant colonel in the American army, introduced the entertainers and made a short speech in which he said that every man in America as well as every man who braves the dangers of ocean travel is ready to do his full share toward making the seas free and crushing the barbarous militarism which has already devastated part of Europe.

Mr. Stimson read from a letter—a Christmas letter which he opened on shipboard—containing the paragraph: "No matter where you go or what may happen I am glad that you have gone because it is the right thing to do."

Ready to Jump to Boats. While the vessel was pitching and rolling in the seas the passengers forgot their fears—and they were genuine fears too—of submarines. Many of them remained in the saloon and on deck all night, that they might be ready to jump into the lifeboats in case of a catastrophe.

At daybreak more than two hundred persons were on deck to watch for the convoy, which was expected some time during the early morning. At a quarter to eight a black dot appeared on the horizon. In a few minutes another appeared to starboard. They grew quickly in size. In twenty minutes two destroyers came galloping through the white caps to within one thousand feet of the liner.

From the mast floated the Stars and Stripes. On the decks stood the sailors, clinging to ropes and rails but finding time and energy to wave to the jubilant pilgrims of the liner and to shout a salutation which carried across the expanse of water. For ten minutes there was signalling between the destroyers and the liner. Then the splendid guardians of the sea turned and took their places alongside the liner. The waves broke over them and at times they were completely submerged, but they were there and the voyagers were relieved.

Santa Claus on Board. Had there been any doubt that the travellers had been holding at high tension it was quickly dispelled by the manifestations of relief on the part of the passengers. Men smiled and slapped one another on the back. Women put their arms around each other. At eight o'clock the dining saloon was filled for the first time for breakfast. "The worst night was over, at least what the passengers felt was the worst night.

On Christmas Day Santa Claus paid a visit to the second cabin and steerage. He was dressed in regulation costume, carried a huge pack and had stockings, sweaters with dainties, hanging from his shoulders. To each of the eleven children, ranging in age from one year to eight, he gave a stocking, a doll and a kiss. It was indeed a happy Christmas for the little ones, many of whom had asked their mothers if Santa Claus would forget them while they were on the ocean. It was knowledge that the children were wondering if Santa Claus would pass them by which caused some of the men going to join the American army to prepare the Christmas celebration and the Kris Kingle visit. One little girl of five, whose ecstasy was overwhelming when she received a big fancy doll, asked her mother— "Did Santa Claus come in a submarine?" "No, my dear, he doesn't like submarines," the youngster's mother replied.