

## Earl Beatty, Famous British Admiral, Passes in London

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the First Sea Lord who held office longer than any of his predecessors. They will think of him as a commander who, in a war which forbade more spectacular demonstrations of sea power, proved the British naval tradition had lost nothing of its life and fire."

### Was Glamorous War Hero

Many great military and naval personages appeared during the Great War, but none was more glamorous than David Beatty, Earl of the North Sea and Brooksby, who was ever in the thick of fighting and whose best-remembered action was his daring attack on the German fleet at the Battle of Jutland.

Though his First Battle Cruiser Squadron was crippled and despite faulty intelligence and extremely bad visibility for firing, the attack had the result of putting Admiral Hipper's squadron to flight and causing the main German High Seas Fleet to steam back after a short engagement with Admiral Jellicoe's dreadnaughts.

During the controversy that raged over a period of years after the North Sea fight Admiral Beatty was accused of disobeying orders and of failing to keep the appointed rendezvous with Admiral Jellicoe's Grand Fleet, with the result that his squadron blanketed the fire of the more heavily armored ships at the crucial moments, thus allowing the enemy to escape.

Lord Beatty contended that Admiral Jellicoe had dallied in joining forces and thereby permitted the Germans to get away.

The British official history of the war (Vol. IV, Naval Operations), after avoiding all references as to blame, reads as follows:

"The result of the Jutland action may be summed up as follows from the purely strategical point of view: Admiral Scheer had failed in his object of cutting off and overwhelming part of our advanced forces and had found himself unexpectedly entrapped into meeting the Grand Fleet. From this encounter he succeeded in extricating himself at considerable expense, but, on the other hand, both before and after the main action he had inflicted upon us more serious losses than he could ever have contemplated. Admiral Jellicoe had out-maneuvred and surprised the High Seas Fleet, and for him the net result of the action had been to increase the Grand Fleet's large margin of superiority as to combative force, a defense against invasion and an instrument of blockade. The control of the North Sea remained in our hands, and any expectation that this control might be weakened or taken from us had been finally dissipated. Merchant vessels which before the battle had been lying up in various ports put to sea on June 2 (1916) without hesitation."

### Results of Battle of Jutland

Jutland revealed the excellent marksmanship of the German gunners as it revealed the faulty fusing of the British shells, but no critic, however bitter against Admiral Beatty's methods, has ever said that he was not brave—perhaps to a fault.

An American naval officer, Lieutenant Francis T. Hunter, U. S. N.R., writing in *The World's Work*, said:

"Admiral Beatty assumed the burden of the risk at Jutland, and by magnificent manoeuvres engaged the entire German fleet with his one squadron, clinging to them as long as his teeth would hold, in order to entangle them until the Grand Fleet might come up to victory. Sir David Beatty leads because he is a fighter—and all Britain knows him as a fighter."

On two other occasions did Admiral Beatty achieve excellent work with his battle cruisers—the

Lion, Tiger, Queen Mary and Princess Royal. The first time was at Heligoland Bight when he administered the coup de grace to the German cruisers Muenchen, Koeln and Ariadne. The second was when he chased an invading fleet bound for the east coast of England to shell unfortified towns and succeeded in sinking the battle cruiser Bluecher.

Earl Beatty's final triumph was when the great German fleet of battleships, heavy and light cruisers, destroyers and submarines steamed slowly into Scapa Flow—the end of Der Tag, as far as Germany naval power was concerned.

Earl Beatty was elevated to the peerage with the title of Viscount Borodale of Wexford in 1919. Shortly afterward the earldom was conferred on him and he received a grant of \$500,000 for his services in the war.

His father was Captain D. L. Beatty of Borodale, County Wexford, Ireland, and he was born in England on January 17, 1871. He entered the navy in 1884, and was rapidly promoted, so that he was a Rear Admiral when only 38 years old.

During the Sudan campaign in 1896 and 1897 he was second in command of the gunboat flotilla which went up the Nile and used its guns effectively on the Mahdis. When Admiral Colville was wounded, Beatty, who was then a Commander, assumed command and brought his vessels close enough to silence the batteries at Hafa and Dongola. He also fought at Atbara and Omdurman and received the Distinguished Service Order.

During the Boxer uprising in China in 1900 he commanded the cruiser Barfleur and was twice wounded at Taku and Tientsin while leading landing parties of bluejackets. For this he was promoted to the rank of Captain, and later he became aide-de-camp to King Edward VII.

### Wed Ethel Field of Chicago

In 1901 he married Ethel, only daughter of Marshall Field of Chicago. They were both extremely popular and frequently entertained members of royalty at Invercauld, their shooting estate near Balmoral, Scotland; Brooksby Hall, and in their London house. Countess Beatty died on July 17, 1932.

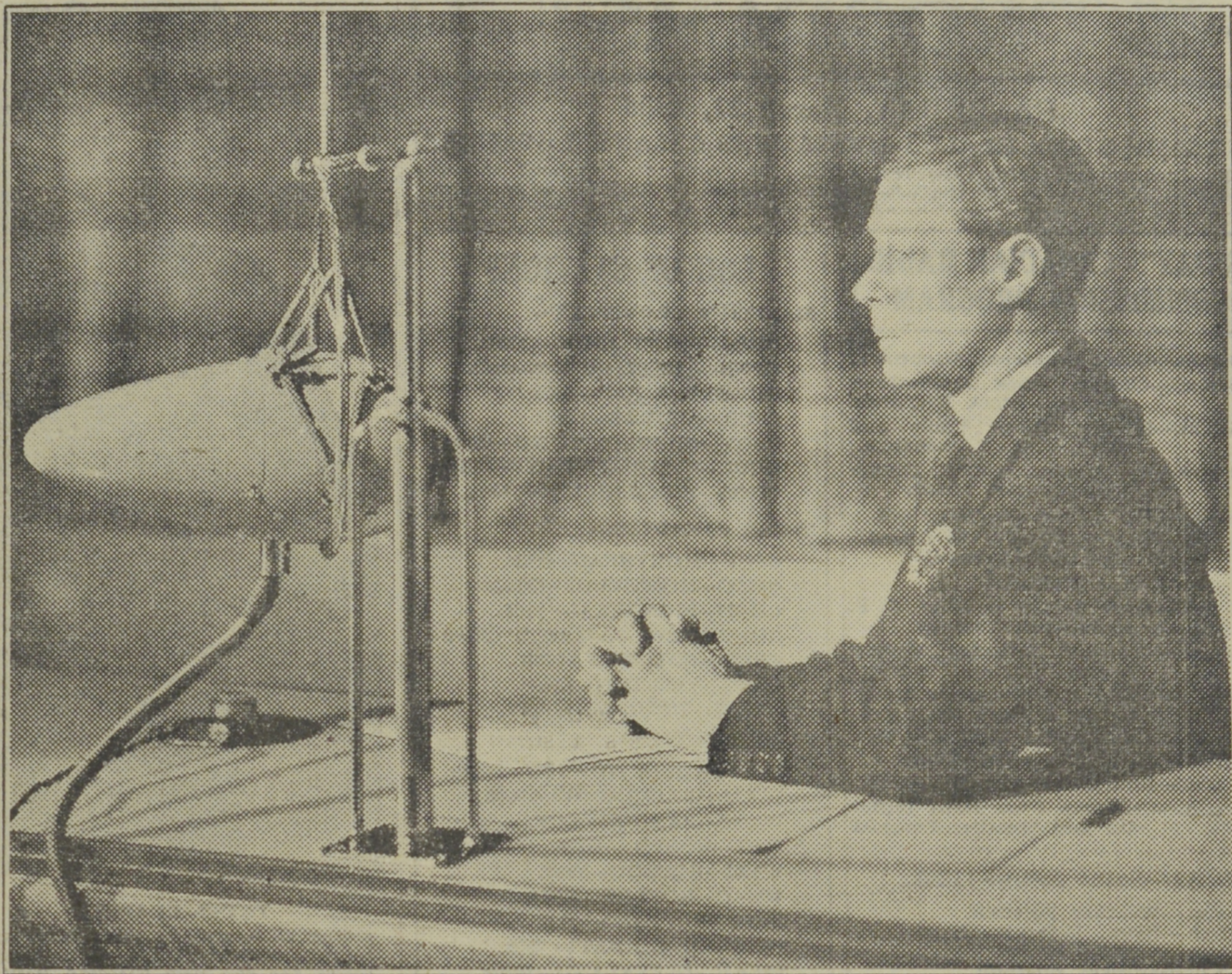
He was promoted to flag rank in 1910, and in 1912 he took command of the First Battle Cruiser Squadron. In 1915 he was promoted to Vice Admiral and in 1916, after the Battle of Jutland, he became commanding officer of the Grand Fleet. In 1919 he was first appointed Admiral and later Admiral of the Fleet and in the same year he became First Lord of the Admiralty, succeeding Sir Rosslyn Wemyss. During the eight years that he held that position Earl Beatty saw the reduction of naval strength, as laid down by the Washington conference; the application of war lessons to ship designs, plans for the enlarging of the naval base at Singapore, the extension of the dominion navies and the creation of the air arm for the fleet.

Earl Beatty was not merely a fine naval commander. He was also regarded as a capable administrator. This he showed during the long wearisome months before the Battle of Jutland, when he set his sailors to work at making munitions. After the war he urged economies in all branches of the navy, but both he and Admiral Jellicoe bitterly opposed the disarmament conditions as decreed by the London Naval Conference in 1930.

He wrote as follows:

"We are about to commit the appalling blunder of signing away the sea power by which the British Empire came into being and is maintained today. If we send out naval forces to the east we shall be at the mercy of any power possessing great naval strength in the Mediterranean."

## FOLLOWING IN HIS FATHER'S FOOTSTEPS



The radio would appear to be destined to play a large part in the life of KING EDWARD VIII, and the people of the British Empire, judging from the reception of the first speech made by His Majesty since his accession to the Throne. The King is no stranger to the

microphone, having broadcast more than eighty speeches, and here we see him sitting before the microphone in Broadcasting House, London, during a recent radio address.

—By Courtesy of the BBC.

The drastic reduction of the navy prompted Earl Beatty to protest on many occasions and to demand more ships and more men. Speaking at the Nelson Day dinner of the Navy League in 1933, he said that the financial credit of Great Britain had been restored at the price of weakening her defenses.

### Opposed Naval Reductions

He demanded that the "shackles of international agreements be thrown off," adding that Britain was bound by a treaty with the United States—"our blood relations with whom it is inconceivable that we should ever go to war."

"A treaty with America," he said, "is completely unnecessary. On the other hand, we have treaties with the great powers of the Far East. There we live cheek by jowl with a potential enemy. Our possessions in Far Eastern waters are as great as the possessions of Japan. Our trade interests are as great, if not greater, than those of Japan."

Shortly before the outbreak of the Great War Admiral Beatty commanded the squadron that paid a visit to Kronstadt and St. Petersburg. His reputation was already considerable before the first shots had been fired. His gold-braided cap, worn at a chic angle; his stubborn jaws and fine features were known before he sank the first German cruisers at Heligoland Bight, and he was regarded as one of the logical naval commanders.

On May 31, 1916, the eve of the Battle of Jutland, Admiral Beatty was in command of his battle cruiser squadron, to which was added two similar ships, the *Indefatigable* and the *New Zealand*. Under him was also Admiral Evan-Thomas with the dreadnaughts *Valiant*, *Warspite*, *Malaya* and *Barham*, as well as the first destroyer flotilla, nine ships, and the light cruiser *Fearless*.

### Visibility Favored Germans

The German advance force under Admiral Hipper consisted of five battle cruisers, five light cruisers and 33 destroyers. Fifty miles astern was Admiral von Scheer with the two dreadnaught squadrons and six older battleships. Conditions, as regards visibility were bad for the British and good for the Germans.

"So much less was the visibility to the eastward," states the British official account of the battle, "that it was not until 12 minutes later (after Hipper's ships had sighted two columns of British battle cruisers) that Admiral

Beatty sighted the enemy's five battle cruisers on his port bow."

The firing began with a range of about 17,000 yards. The British marksmanship was fine, but the shells were faulty. In his eagerness to "get at" the enemy, Admiral Beatty got within range of the German secondary batteries. The more lightly armored British ships suffered severely and several were sunk by accurate German salvos. Undaunted, Admiral Beatty continued the chase, although his flagship, the *Tiger*, had been badly hit.

Jutland was the last attempt of the German fleet to assert itself. The next chapter was the armistice and the delivery and surrender of the High Seas Fleet off Rosyth. Aboard his flagship, the *Queen Elizabeth*, Earl Beatty received Admirals von Meurer and Von Reuter, as well as delegates of the Soldiers and Sailors' Council and the People's Council.

The Sixth Battle Squadron, five American dreadnaughts—the *New York*, *Texas*, *Arkansas*, *Wyoming* and *Florida*—under command of Admiral Hugh Rodman, was present to see Earl Beatty's hour of triumph. The German armada steamed slowly in, the *Friedrich der Grosse*, alone, flying the German ensign.

Earl Beatty signalled: "The imperial German ensign will be lowered at sunset today and will not be hoisted again without my permission."

That was the end—until the scuttling of the German fleet in Scapa Flow.

Shortly afterward Earl Beatty bade farewell to Admiral Rodman and the other American officers, his "comrades of the mist," saying:

"I want you to take back a message to the Atlantic Fleet that you have left a very warm place in the hearts of the Grand Fleet which cannot be filled until you come back or send another squadron to represent you."

### Immensely Popular With All Ranks

Earl Beatty was immensely popular with all ranks of the British Navy. This was demonstrated in September, 1919, when he was the guest of the sailors at Portsmouth. Admirals and ship boys joined on that occasion in honoring their commanding officer, and at 16 bells (midnight) everyone got up, drank a toast and sang "Auld Lang Syne," an unprecedented event in the history of the British Navy.

In 1921 Earl Beatty came to the United States on the invitation of

the American Legion. He was accompanied by Countess Beatty and their two sons, the Viscount of Borodale and the Hon. Peter Beatty. He was present at the Armistice Day ceremony in Arlington Cemetery for the burial of the unknown American soldier, and later he attended the national convention of the American Legion at Kansas City, where also Marshal Foch and General Pershing were guests.

Earl Beatty was received by President Harding in the White House and later was present at the Disarmament Conference in the capital. In New York, when he arrived on the *Aquitania*, he was escorted by destroyers and aeroplanes. He was greeted by Lieut-Gov. Jeremiah Wood as "the victor of Jutland, watchdog of the seas"; spoke before the Pilgrims' Society and visited Chicago, Philadelphia and Annapolis.

In October, 1932, Earl Beatty and his two sons again visited this country. His trip was entirely unofficial, however.

Earl Beatty was a splendid horseman and rode with the hounds. He was an accomplished tennis player, but he hated golf, which he described as "chasing a miserable helpless ball over the hills."

He held a great many decorations. Together with Earl Haig he received the Order of Merit, the freedom of the City of London and the grant of \$500,000. He also held the following honors: P.C., G.C.B., G.C.V.O., K.C.B., C.B., K.C.V.O., D.S.O., and M.V.O. He was a Grand Officer of the Legion of Honor and held the Order of St. George of Russia. He was Lord Rector of the University of Edinburgh.

Brooksby Hall in Leicestershire, historic as the birthplace of George Villiers, Earl of Buckingham, was offered for sale a few years ago.

## Million Dollar Market For Eggs Now In Nova Scotia

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product that can be produced and at no great capital outlay.

The Department of Agriculture is well advised in seeking a solution of the problem of supplying Nova Scotian raised eggs for the Nova Scotia market. Work for many a man now unemployed would be provided if the million dollar demand were being met. May the department of Agriculture pound away at this subject until it can no longer be said that Nova Scotians do not produce half the eggs they consume.