



# CONDENSED TELEGRAPH DISPATCHES

## Surrender of German Fleet

### French and American Ships Participate with British Squadron

LONDON, Nov. 21.—The German fleet has surrendered to the Grand Fleet, the British Admiralty announced officially today. The American Battle Squadron and French cruisers and destroyers participated in the ceremony. The German High Seas fleet, comprising ten dreadnoughts, six battle cruisers, ten light cruisers and a number of destroyers, was to meet the Allied fleet in the North Sea off the English coast for the formal ceremony of surrender. According to plans, the German warships were to pass down a long lane of Allied craft. The German warships were to be received personally by Admiral Beatty, commander of the British Grand Fleet. Admiral Rodman is the American commander. Four hundred Allied vessels, the biggest ever assembled is reported to have met the Germans. The fleet included five American dreadnoughts. The surrender is understood to have taken place at a point about sixty miles east of May Isle. (May Isle is just off the entrance to Firth of Forth on the Scottish coast).

The British Admiralty made the following announcement: "Commander-in-Chief of the Grand Fleet reported at 9:30 this morning that he has met the first and main instalment of the German High Seas Fleet which is surrendering for internment."

## German Warships Leave Their Ports

COPENHAGEN, Nov. 21.—All German warships are to be surrendered to the Allies have cleared their ports since Monday. It is reported here as a result the German Government does not believe the Allies will occupy Heligoland.

## Shipping Losses by Submarine Warfare

176,634 Tons for the Year

LONDON, Nov. 21.—The smallest shipping losses through submarine warfare of the entire year are recorded in October. During that month 1,052 tons of British and 93,582 tons of Allied and neutral shipping were destroyed.

## Belgian King and Queen to Enter Brussels Tomorrow

### Government Transferred from Bruges to Brussels

PARIS, Nov. 21.—King Albert and Queen Elizabeth will make formal entry into Brussels tomorrow, a Bruges dispatch to Information stated. The Belgian Government was transferred from Bruges to Brussels.

## American Troops In Occupation

### Advances into France, Luxembourg, Belgium and German Lorraine

PARIS, Nov. 21.—With the Americans advancing toward the Rhine the American army of occupation is now standing on the soil of four countries—France, Belgium, Luxembourg and German Lorraine. Today's advance resulted in the occupation of scores of villages and towns. We reached Fontoy and Vitry in Lorraine, the latter town being only ten miles north of Metz. Further to the left American troops entered the neutral Duchy of Luxembourg, passing through. Each of the American outposts are now only a few miles from the City of Luxembourg. The capital is gaily decorated with flags and the people are expectantly awaiting the entry of the Americans. The mayor of Luxembourg crossed the lines in an automobile and paid his respects to General Pershing at Longuyon, which is now his headquarters.

American troops, which led the way into Luxembourg, received an ovation along every foot of their march. They entered fifteen villages and each was decorated with home-made American flags. In German Lorraine Americans were welcomed by inhabitants of French extraction but those of German descent looked on sullenly. The important town of Arlon, in Belgium, remembering America's food and relief work throughout the war, gave the troops an extraordinary warm greeting. The townspeople thronged the streets all day cheering and shouting themselves hoarse. It is not uncommon to see Doughboys carrying one or two children with chattering French or German girls and boys walking alongside. The Germans sent some staff officers to Army Headquarters to arrange for the handing over of material at Longuyon. These consisted of 35 locomotives, 300 guns and thousands of rifles. The roads near Luxembourg frontier are lined with surrendered cannon.

## French Troops Occupying Budapest

WASHINGTON, Nov. 21.—The French troops which are occupying Budapest, the Hungarian capital, include a division of eight thousand men, while two other divisions are to hold important railroads, according to official diplomatic dispatches from Berne.

## Versailles Preparing for Peace Congress

PARIS, Nov. 21.—While Versailles is making its toilet for the Peace Congress, the problem of secrecy or no secrecy, censorship or no censorship, is taking on great importance. Senator Borah's statement that everything must be under the eyes of the public is receiving much comment, especially as it is understood that President Wilson has the same sentiment. It is pointed out that the American censorship has been abolished and that British newspapers are permitted to publish what is not allowed in France. It is now urged that there be an inter-Allied agreement concerning what shall be published about the peace negotiations. The opinion here generally inclines toward secrecy on the ground that the Germans will exploit to the fullest extent the slightest lack of harmony. However, many declare Wilsonian policy of open diplomacy ought to begin at Versailles.

## Allied Forces Now Fighting Bolsheviki

### Canadians in Action

LONDON, Nov. 21.—Heavy fighting in the Dvina River region between Bolsheviki and Allied forces on Monday and Tuesday is reported by the War Office. Bolsheviki forces attacked the Allies on front and flank Monday, penetrating several villages and working their way to Canadian battery positions where they were held. The American and British infantry then counter-attacked, throwing the enemy back with heavy losses. The fighting was resumed Tuesday, the Bolsheviki being beaten with great casualties.

## Story of Wreck of "Princess Sophia"

### A CASE FOR INVESTIGATION

The Seattle Times of November 21st, 1918, publishes a startling account of the wreck of the Princess Sophia. It purports to give authentic evidence from an eye-witness as to what transpired between the time when the vessel struck the reef and the time when she sank beneath the relentless ocean. According to this witness EVERY MAN AND WOMAN ON BOARD SHOULD HAVE BEEN SAVED. The Tribune expresses no opinions whatever as to the veracity or otherwise of this witness. At the time of the disaster we assumed as a matter of course that everything possible had been done to avert loss of life and we deprecated alarmist and mischief-making rumors to the contrary. The article we now publish places the matter in an entirely new light. The Seattle Times gives the name of its witness and welcomes investigation into its charges of incompetence against those responsible. Here is a correct copy of the article which we print in the public interest. We hope the inquiry will clear the air and either definitely confirm or definitely refute the story of Paul Graham of Juneau.

### Witnesses Tell of Last Hour of Princess Sophia

"We must wait. I cannot use the rescue vessels without orders. The Princess Alice is coming to our assistance. I have wirelessed Vancouver for instructions. We must wait." This reply of Capt. F. L. Locke to the pleading passengers of the steamship Princess Sophia, pounding her life out on the jagged rocks of Vanderbilt Reef, Southeastern Alaska, sealed the doom of every man, woman and child aboard the ill-fated liner and led to their death in the icy waters of the north, according to Paul Graham, of Juneau, first eyewitness of the terrible disaster to reach Seattle.

Graham arrived late yesterday afternoon from the north, a passenger aboard the Alaska Steamship Company's liner, Northwestern. He brought the first story of the thrilling scenes which followed the foundering of the Princess Sophia when she was swept from Vanderbilt Reef and engulfed by the raging seas. He is the first man who took part in the rescue of the bodies from the ill-fated craft to reach Seattle from the north, and his story shed new light on a disaster which shocked the entire country.

**Should Have Saved All, He Says**  
"Every man, woman and child aboard the Princess Sophia should have been saved," was the statement made by Graham as he came ashore from the Northwestern at Pier 2 yesterday afternoon.

"Many hours before the gale swept down upon the Princess Sophia, lying helpless and at the mercy of the elements on Vanderbilt Reef, the stormiest spot in Lynn Canal, the masters of the schooner King & Winge, of the United States lighthouse tender Cedar, begged and pleaded with Captain Locke to allow them to take off the passengers. But he refused all offers of assistance. There was practically no rough weather. The waters of Lynn Canal were a bit choppy, but there was no weather that would make the transfer of the passengers dangerous.

"I believe I could have taken some of them off in a rowboat. Captain Locke answered the pleading of the masters of the King and Winge and the lighthouse tender Cedar, with the statement that he must await orders. He explained that he had wirelessed Vancouver for instructions and had been informed that the Princess Alice was on her way to the assistance of the stranded liner.

"The King & Winge and the Cedar were willing and anxious to take off the passengers, but Captain Locke was determined. He had his orders from the Canadian Pacific and had decided to await the arrival of the Princess Alice, which must steam all the way from Victoria while the Sophia pounded on the rocks of Vanderbilt Reef and her perils increased.

**Were Alongside Sophia**  
"The King and Winge and Cedar were nearly alongside when they offered assistance to the Sophia and I was able to go close to her stern in a gasboat without any difficulty. The rescue vessels could have gone on the leeward side of the wreck and could have taken all of the passengers and the crew off. The vessels lay near the Sophia, their masters begging to be permitted to perform the rescue, but Captain Locke said that he must wait.

"We were told that if the rescue boats had been Canadian or British craft they would have been allowed to take the passengers off, but they were Americans, and that settled it with Captain Locke. The Princess Alice was on the way and it would not cost the company so much if the passengers were transferred to that vessel, a British steamer of the same fleet. He could not spend the extra money it would cost to place them aboard American boats without instructions from Vancouver, we were told.

It was easy to refuse the offers of assistance from the King & Winge and Cedar and to await instructions the day after the stranding, for there was comparatively no rough weather, just a bit choppy, some wind chops, but no gale. But Captain Locke was wasting precious minutes, precious

## Belgians Re-occupy Their Country

LONDON, Nov. 21.—The Belgians, rapidly carrying out the re-occupation of their country, have advanced more than fifty miles from the lines held by them when the armistice was signed. Both the Americans and the British have advanced about 30 miles, while the French have penetrated for fifty miles into German territory, occupying Saarbrücken. The general line of Allied advance apparently is as follows: Turnhout, Herenthals, Antwerp, Brussels, Jemeppe, Givet, Wancennes, Longlier, Laglise, Habaylavielle, Arlon, Asch, Vitry, Stalvord, Koehrn, Forback, Saarbrücken, Zabern, Obernary, Neubreisach and line of the Rhine to the Swiss border.

hours, which meant the loss of the vessel and every person aboard her.

**Storm Drove Ships Aboard**  
"Before the Princess Alice arrived a great storm swept down from the north, tossing up huge waves, driving the King & Winge and the Cedar to shelter. The opportunity to transfer the passengers had been lost, and in a short time the storm lifted the doomed Sophia from her cradle of rocks and she went down with all on board."

Graham is an employee of the Alaska Packing & Navigation Company, of Juneau, and operated the gasboat Nordby. When the call came for volunteers to assist in rescuing the bodies of the victims of the disaster, he offered his services and left Juneau immediately for the scene of the wreck.

"I will never forget my experience," said Graham, in describing his cruise in Lynn Canal and near the jagged reef on which the Sophia was lost. "It was a terrible sight. Strong men, of long sea experience broke down when they learned that all of the 331 persons aboard the Sophia could have been saved if Captain Locke had accepted the offers of assistance from the masters of the King & Winge and the Cedar, according to Graham. He brought pictures with him which showed that Lynn Canal was comparatively calm shortly after the Sophia stranded, there being only wind chops, as he explained it. He said that a total of 200 bodies had been recovered when he left Juneau aboard the Northwestern for Seattle.

E. P. Bond, special correspondent and photographer for The Times in Juneau, who went to the scene of the disaster and obtained the first and exclusive pictures of the Sophia just before she was swept from the reef with all on board gives the following detailed account of the wreck, which arrived on the Northwestern late yesterday afternoon:

**Rescue Boats Start**  
Thursday morning, October 24, wireless calls reached Juneau conveying the information that the Princess Sophia had struck Vanderbilt Reef, in Lynn Canal, at 2 a.m. Three boats, the Estabeth, Amy and Lone Fisherman, cleared from Juneau at 4:45 a.m. to render assistance. By a stroke of luck the United States cable succeeded in calling the office of Fort Seaward and the transport Peterson was immediately dispatched to the scene of the wreck. Wireless messages from the Sophia to Juneau gave the information that the ship was not leaking, and could probably be floated on the afternoon tide at 4:30.  
The halibut schooner, King & Winge, Jim Miller, master, and his

(Continued on Page 6)