Greatest Warship Afloat Constructed in England During Final Year of War

IN an article on shipbuilding the London Observer states the total output of the United Kingdom during 1918 of both naval and mercantile ships was 1,245 vessels of 1,876,411 tons and 4,349,260 horsepower.

"The wonder-work of the war period," says the Observer, "is to be found not in mercantile shipbuilding, but in naval, and, above all things, in naval engineering. On the Clyde alone during the war 481 vessels of 770,347 tons and 6,093,830 horsepower were constructed as additions to the naval strength of the country. In this total are included no merchant vessels ordered by the Government and no general service trawlers, tugs or craft built on Government order.

"The list is composed of battleships, battle-cruisers, light cruisers, destroyers and submarines, together with armed merchant cruisers, seaplane carriers, monitors, mine-sweepers, those new vessels known as sloops, which are really little lighter than cruisers or low speed destroyers; gunboats, patrol boats, hospital steamships, and also the Q-boats and PQ-boats, of which so little could be said while the war was on, or even yet can be said.

"The battle-cruiser Hood was the greatest of all our mystery ships. She and the Rodney would have been the greatest surprise packages of the war. In speed and gun power they were to have exceeded anything afloat. Only the Hood, however, will be completed, as a great specimen of the latest in British naval architecture. All that exists of the Rodney will be scrapped.

"But it is really in marine engineering that the year 1918 and the war period as a whole have been extraordinary. The twelve months' record in production of ships' machinery is held by the Wallsend-on-Tyne, which turned out engines of 316,290 horse-power, but other firms have turned out machinery in amounts which would have been notable in normal times.

"The year 1916, however, was the year of the highest records, the Fairfield Company, on the Clyde, alone producing marine propelling machinery totalling 468,410 horsepower. This was the year when high-power destroyers were being turned out almost en masse by all firms to hunt down German submarines, and it will live for all time in the industrial annals of the United Kingdom as a year which contributed more than any other to the supremacy at sea which ultimately strangled Germany and compelled her to cry aloud for peace."

Bonfires.

The bonfires which lit up London during the armistice celebrations were familiar sights in the London of Henry VIII's reign. At the sunsetting, in the months of June and July, says Old Stow the Chronicler, "Bonefires," as they were called in his day, were made in the streets, "every man bestowing wood or labor towards them." Citizens set out tables near the fires, with plentiful refreshments, on festival days, and thereunto they invited their neighbors, and "passengers" also, "to sit and be merry with them in great familiarity." These "bonefire" celebrations were considered good opportunities for the closing of old disputes, and for the bringing of good amity among neighbors. Illuminations, too, were practiced in Stow's time. He speaks of the custom on the days of St. Peter and St. Paul for every man to shadow his door with green birch, long fennel, St. John's wort, orpin and white lilies, and adds that some of the citizens had lamps of glass with oil burning in them all night. Some, too, hung out branches of iron curiously wrought containing hundreds of lamps lighted at once, which made a good show.

Why They Sang.

An Englishman, who has returned from a German prison camp, has a funny story to tell of the singing of "The Watch on the Rhine," in Berlin, during the revolution. Three English civilians were coming down the Unter den Linden singing that particular ditty, when they were met by some German soldiers who told them they should be ashamed to be singing such rubbish. "I've come from the Rhine," said one of the Germans. "You go down there and try and keep watch, and then you won't sing so much about it. It is time the German nation forgot that nonsense." "But we are British," said one of the civilians. "What!" exclaimed the astounded soldier, "then why sing 'The Watch on the Rhine'?" "Well," answered one of the tactless Britishers, "you see we are keeping it now." The soldiers went on their way without another word.

Oil Pipes.

The thirty-six-mile oil pipes linking the Clyde and the Forth; one of the engineering works with which the war has endowed Britain, is proportionate in length to its island home. Continents have oil pipes of a length which completely dwarf the very respectable dimensions of the Clyde to Forth achievement. America has a ptroleum pipe extending from Texas and California across the Isthmus of Panama, dating, of course, before the opening of the canal. Asia claims the longest oil pipe in the world, or at any rate one of the longest, in that conduit which runs between Baku and Batoum, a distance of 550 miles.

England's Farm Workers' Union.

The Farm Workers' Union in England and Wales has increased its membership from a few thousand to 100,000, and is growing at the rate of 10,000 a month.

NOBLE SAYINGS

Ring out the old, ring in the new,
Ring, happy bells, across the snow.
The year is going, let him go;
Ring out the false, ring in the true.
—Tennyson

CIVILIANS HATE HUNS.

But Belgians Soldiers Display Little Bitterness.

The civil population of Belgium is much more bitter toward the Germans than the soldiers who have fought them to a standstill during four years, crushed them, battered them about and wrecked the empire during the past four months. Terms of bitter execration, hate and revenge come from the civilians alone.

A kind little old woman, the owner of a cigar store, after selling the Associated Press correspondent a villainous cheroot, an "erstaz" cigar relic of the German occupation, launched forth into a violent denunciation of the uninvited guests who made Bruges their home for four years. "This war must not end like this," she said with a vehemence which contrasted greatly with her gentle appearance. "We must go into Germany, they must suffer, expiate." On the day of their departure the Germans robbed her store of $500 worth of her best cigars and cigarettes.

On the Grande Place in the shadow of the famous belfry, an irate gentleman was discoursing loudly, gesticulating wildly. "The pigs, the infamous swine," he was saying. "Shall it come to pass that they will escape punishment? Is it possible that the German population will not suffer any of the hardships that their soldiers and officers have inflicted upon us? Shall they not salute our officers, descend into the gutters as our soldiers promenade on their sidewalks? Is it conceivable that their women will be spared the humiliation of humbly begging of our officers a passport to travel between Aix-la-Chapelle and Cologne as our wives and daughter had to do to go from Bruges to Ostend? If we end it now they are beaten militarily but they are not vanquished in their pride, in their hearts?"

"He is a hotelkeeper. The Germans requisitioned 27,000 bottles of wine from his cellars," volunteered one of his audience standing near by.

Of all the Allied soldiers, the Belgian was the one who appeared to have the greatest desire to enter Germany. His country is strewn with the wreckage of former happy homes, perhaps the very one in which the soldier dwelt is now a heap of ruins. But these soldier boys display no hatred. They have not been robbed of their cigars or their wine. They have merely risked their lives in rain-filled trenches and bullet-swept fields for the past four years.

Shanghai Harbor.

A body appointed to make an exhaustive study of the best means of enlarging the harbor facilities of Shanghai, China, has recently reported, recommending that $40,000,000 to $45,000,000 be spent in making the Whangpoo river into a lake, the shores of which will be one continuous line of docks. Emphasis is laid on the fact that China is destined to share increasingly in international commerce after the war. To meet the new demands there must be harbor facilities sufficient to accommodate the largest boats that will come through the Panama Canal. It is pointed out that if some one port in China does not make adequate provision for the great ships from America and Europe, a Japanese port will undoubtedly be made the terminal for the bulk of the trans-Pacific traffic, and only second-rate vessels would come to China.

In urging the making of the artificial lake and other improvements involved in the change, including the building of quays along some 38 miles of shore, attention is called to Hamburg, Germany, and the expenditures made there to provide a world harbor. It is said that a whole district of the German town, with 1,000 houses inhabited by 24,000 persons, was sacrificed in order that the harbor improvements might be made. It is maintained that Shanghai's advantageous position as compared with other Chinese harbors, and its location at the mouth, of the great Yangtse river, make it the logical port for the vast improvements described.—Popular Merchanics.

Finger-Print Camera.

Of considerable importance in criminal detection is a new finger-print camera that is coming into use. The instrument is of compact size and of such simple operation that its successful use does not depend upon expert knowledge of photography. It accommodates either plates or films, and makes full-sized reproductions of details, including an area 2⅛ by 3⅛ in. The instrument is equipped with four small incandescent lamps operated by batteries contained in the camera housing. They are mounted in an accessible position back of the front aperture and are automatically switched on, supplying brilliant illumination, as the shutter is actuated. No thought has to be given to focusing, for all pictures are taken from the front opening of the camera pressed firmly against the surface on which the finger print, or other subject, is located. Incidentally the instrument is also adapted for making photographic reproductions of signatures and certain other things.—Popular Merchanics.

A Mystery.

Though a strange, unbelievable peace settled over the Argonne following the armistice, life changed little for the road menders. One pensive negro was gravely ladling the soupy mud out of the centre of the highway when his roving eye was caught by the gleam of two service stripes on the sleeve of a soldier who was walking laughing by. The road worker paused in his labors and gazed incredulous. "My Gawd," he murmured, "dat white man has been a whole yeah in dis country an he kin still laff."

Water Tanks From Native Clay.

Water tanks that work successfully are being made in Australia from native clays, one of 10,000 gallons capacity having been constructed.

THE WRONG WORD

Daughter—A certain young man sent me these flowers this morning.

Papa—Don't say "a certain young man," my dear. There is none of 'em certain till you've got 'em.

Lord Robert Cecil Says League of Nations Bears Re ation to Christianity

AT a time such as the present, when the whole great question of the League of Nations is still sub judice, there is little to be gained by speculation as to the probable form that institution will take. There is, however, much to be gained by keeping in close touch with the development of the idea. In no way, perhaps, can this be done better than by a study of the remarkable statements on the league which are made from time to time by such authorities as Lord Robert Cecil, now a member of the International Commission selected by the Peace Congress to deal with the matter.

Lord Robert Cecil was appointed by the British Government to take charge of the League of Nations question, on behalf of Great Britain, at the Peace Conference. From the vantage point of the arduous positions of Under Secretary of State for Foreign Affairs and Minister of Blockade, which he occupied during a great part of the war, Lord Robert had unrivaled opportunities of keeping in touch with the changes of opinion in various allied countries, and of estimating the support which might be expected for the great project to which he is now devoting his attention in Paris. The conclusion which

LORD ROBERT CECIL

Lord Robert has reached is, that only that the formation of a League of Nations is essential, if anything like the fruits of victory are to be secured, but that there must be no undue delay in the formation of such a league. Lord Robert moreover takes the broadest possible view of the question. It is no mere preventive of war which he aims at in a League of Nations. If it is to be a really effective instrument of peace it must, as he insisted in a letter which he addressed recently to Mr J. H. Thomas, the British Labor leader, have many functions. It will have to consider the difficult question of international disarmament; it must protect the smaller states, particularly those who are called into being by the peace treaties; in a word, concern itself with all matters of international importance.

On the question of urgency, perhaps Lord Robert's most pressing reason for insisting, as he does, that the formation of the League of Nations must go hand in hand with the conclusion of the peace treaties, lies in the fact that he recognizes the importance to the world of having these peace treaties permeated, as he puts it, "by the League of Nations' spirit." As he has maintained on several occasions, the league must look for its chief sanctions to public opinion; it must depend for its effectiveness upon a recognition of the fact that, however honorable and admirable the sentiment of nationality may be, yet underlying that sentiment there is a common humanity which has in many respects a paramount claim on the loyalty of all; and it cannot for this very reason come into being in the form of a few clauses added to a peace treaty.

Thus, in the great speech which he delivered, some time ago, at Birmingham, on the occasion of his installation as Chancellor of the University, Lord Robert insisted that if any international organization was to be created it should be brought in to existence by the treaty which would close the war. "It is only," he declared, "whilst the recollection of all we have been through is burning fresh that we can hope to overcome the inevitable opposition and establish at least the beginning of a new and better organization of the nations of the world." On this point Lord Robert is particularly emphatic, and in the course of the letter to Mr. J. H. Thomas, already referred to, he insists, once again, upon its importance. He does not attempt to close his eyes to the possibility of opposition, but he is quite firmly of the opinion that if the British people and those who think with them show that they are in earnest in pressing forward this reform, they will carry it through. "We have," he adds, and this is perhaps the best summing up of his whole attitude, "a splendid opportunity and a noble cause, the cause of Christianity itself. Let us not be weary in well-doing."

Snags.

She—I'm looking up your family tree, but the further I go the harder it gets.

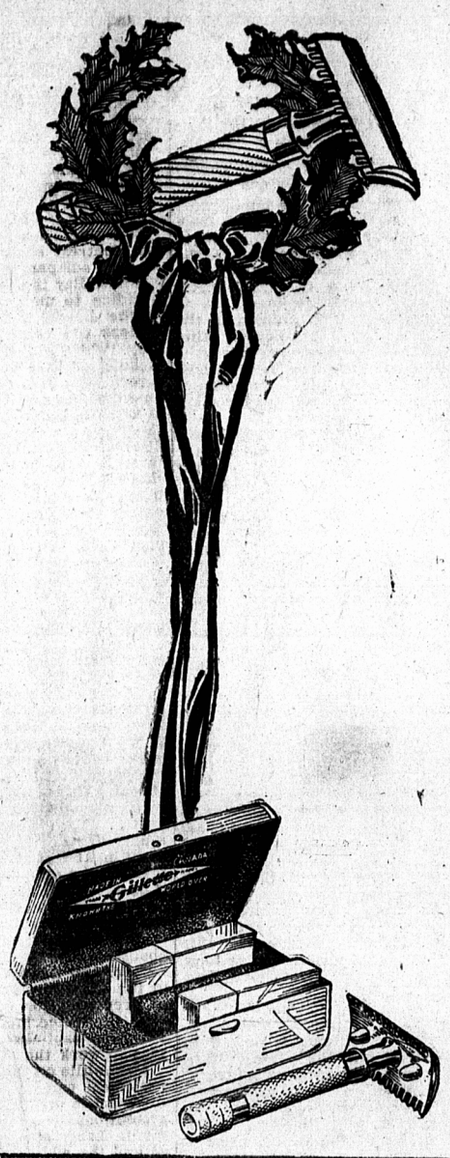
He—That's why I quit looking up mine. The further I went the harder my ancestors got to be.

Right vs Might

"Why did you turn out for that truck According to the traffic rules, you had the right of way."

"Yes," answered Mr. Chuggins, patiently. "But the truck had the right of weight."—Washington Star.

A Gillette for CHRISTMAS!



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CIVIL RE-ESTABLISHMENT

Reports given by officials of the Department of Soldiers' Civil Re-Establishment, show that there is plenty of out door work still to be had for returned men who will take it.

Openings for several hundreds of men can be found in the open air life of the woods at the rate of $3.50 per day with board. At Port Arthur 20 per cent of the employees, Canadian Car Foundry Company are returned men. One hundred returned men have recently been placed here in the ship building trade, earning as much as 95 cents per hour. Ship building and the car works provide the greatest number of openings in this vicinity. Work in the freight sheds has absorbed another one hundred, and in the line of temporary work many are at present employed upon construction and in the grain elevators.

It was in the vicinity of Port Arthur that the first railway section gang to be composed entirely of returned men was organized. Here some forty to fifty men worked on construction, the head of the gang being a returned man and every worker down to the least a veteran.

Returned men who have enlisted from this vicinity are, in many instances, setting an example in the manner in which they come back willing to fit into any job pending opportunities in their own line rather than wait to swell the ranks of the unemployed. In many instances they have been rewarded by receiving better pay than they anticipated.

A critical worker looking for some executive position was offered a salary of $80 per month in a local office. It was not as much as he expected, but as at the moment it was the only thing in sight which fitted into his line of experience, he set out to try it. He had only been a few hours in the office, when he was informed that his salary would be $125 per month instead of the $80 previously offered. This was a case of real appreciation of the value of this returned man.

Another, a former bank clerk who could not live upon his pre-war salary took a job on the engine which operated to roll the roads. It was not exactly his line of work by any means; but he went to it and thereby gained practically double the amount of pay he would have received in a clerical position.

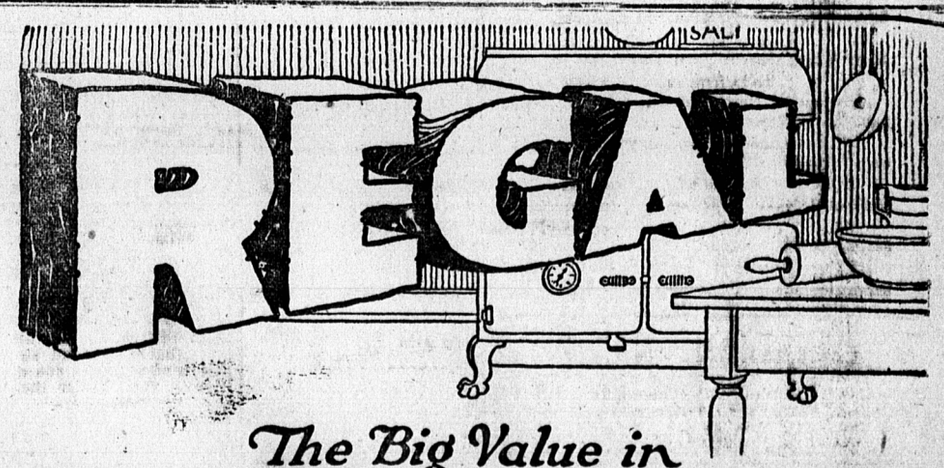
At Fort William one of the greatest aids of local co-operation with the Department of Soldiers' Civil Re-Establishment in the work of placing the returned man is afforded by the Advisory Committee established in connection with the local employment office. The chairman of this Advisory Committee is President of the Trades and Labour Council, and meeting with him are representatives of local industries, the pulp mills, building trade ship building and other employers, as well as, representatives chosen from among the workers. Meetings are held once a month to which different unions are invited to send representatives. Here local matters regarding scale of wages, working conditions and misunderstandings are freely discussed, and the Advisory Board kept in touch with local opportunities and openings suitable to returned men.

In many instances the activities of this Board have been instruemntal in raising the scale of wages paid in various lines to meet the need of the employee.

In the Port Arthur ship building plant about 300 returned men are employed, F. J. Page, Superintendent of this industry, offering every opportunity to veterans who wish for such work.

A large number are also employed in outside work and in power house. with the Hydro-Electric Company both this city towards the returned men.

There is no doubt, however, that the establishment of the Advisory Committee, before mentioned, through which the representatives of both employers and workers may meet to discuss freely all aspects of local co-operation, had done much to bring about the splendid feeling which exists in



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