Great Merchant Marine in the Making

LESSON IN KNOTTING AND SPLICING FOR RECRUITS

CLASS OF EAGER STUDENTS IN THE ENGINE ROOM

LEARNING THE ART OF EFFICIENT "FIRING"

Naval Overseas Service Will Provide Crews For Hundreds of American Ships After the War

FROM 12 oil tankers in the autumn of 1917 to a fleet of more than 150 cargo ships of all kinds in July, 1918. This emphasizes the marvelous growth of the naval overseas transportation service in less than one year.

From a fleet of more than 150 cargo ships of all kinds in July, 1918, to a vast armada of 1,500 in July, 1919. This epitomizes the predicted growth in the service in coming year.

From a vast armada of 1,500 ships of all kinds in July, 1919, to the world's greatest merchant marine for all time to come. This epitomizes the devout hope of every man in the transportation service.

The naval overseas transportation service is an outgrowth of the recruiting for class No. 3 of the naval reserve. It developed early in the autumn of last year when the urgent need for military supplies impressed the navy department with the necessity of giving separate entity to the operation of cargo ships. There now are 1,700 officers and 11,000 men in this branch of the navy's service.

A commander of the navy is supervisor of the entire naval overseas transportation service, with headquarters at Washington. The New York division is under the supervision of a naval lieutenant.

The great conflict raging in Europe has been described as a war of transportation. It is generally conceded that the war cannot be won without the American army. But the American army at home is more than 3,000 miles from the front. The problem of winning the war resolves itself, therefore, into one of transportation. To remedy the weak points in this means of communication the navy overseas transportation service was established. Thus far from a small beginning it has overcome what for a while appeared to be insurmountable obstacles, and it is doing a work that for importance and efficiency is second to none in the army or navy.

For every man that the United States sends to the front about four deadweight tons of shipping must be set aside to maintain him. To send him across without thus providing for his existence would be nothing short of a crime. It is the duty of the navy overseas transportation service to see that there is an incessant flow of supplies to that man. Any interruption through lack of shipping or men to man ships would be disastrous.

Besides supplying the troops at the front, it is the duty of the transportation service to fetch necessities to the United States from other countries. Navy vessels are used to bring hemp, nitrates, manganese and chrome. Coal is transported to important manufacturing points in New England to relieve railroad congestion.

American destroyers running about at high speed in European waters are in constant need of fuel oil, which must be supplied by the transportation service from the oil fields of the United States or Mexico. All other sources of supply are controlled by Germany.

Already the United States has in Europe more than 1,000,000 men. By the end of next year there probably will be 3,000,000 men on the other side. This, reckoning four deadweight tons for each man, will mean that America will have to provide 12,000,000 tons of shipping to supply these men.

Charles M. Schwab, director of the shipping board, has said that he is going to build 30,000,000 deadweight tons of ships in the coming year. The aim of the transportation service is to be ready to man and operate all or any of the new ships. If the service can have the necessary advance notice as to personnel requirements there need be no hitch from this standpoint in the number of troops sent over. They will be amply provided for after they arrive and they will be brought back home at the close of the war.

The question of manning this enormous array of ships seems to be about solved by Edward H. Hurley, chairman of the shipping board, who is reported to have requested the secretary of the navy to begin at once the training of 22,000 officers and 200,000 men to man the merchant marine.

It thus appears as if the navy may be asked to man not only the war-zone ships, but those plying among American seaports and to North and South American ports. Naval officers would not be surprised if it should mean eventually the manning by the navy of coal barges and towboats.

About 100 companies owned the American merchant marine at the time the United States entered the war. Enormous profits were made in the transportation of essentials by water. Any old tub that would float was worth almost her weight in gold. Many abandoned ships were repaired and put into service. Some were raised from the ocean, where they had lain for years, and were rebuilt. Coastwise steamships were put into ocean service. Schooners and off-shore barges took the place of the coastwise vessels.

America had at the beginning of the war about 3,000,000 deadweight tons of shipping. Only 70 per cent of this was available for ocean travel. In addition to any submarine losses America may suffer she will have to provide perhaps 12,000,000 tons to supply the troops overseas and about 3,000,000 tons for coastwise, West Indian and South American trade.

The navy overseas transportation service started operations last autumn. Its first act was to take over 12 oil tankers to supply ships with fuel oil. In the emergency it was necessary hurriedly to commission the skippers who had been running ships under civilian auspices, put them into lieutenant commanders' uniforms and send them on their way with a book of navy regulations. It is not strange that in the circumstances the average new reserve officer was more or less "in the air."

The service, starting in New York and Norfolk, was extended to Philadelphia. It now is expected that 30 additional offices will soon be opened, including those on the other side of the Atlantic. The navy overseas transportation service must not only operate its ships, but it must see that they are operated at their maximum efficiency. They must be loaded in record time. They must carry record cargoes. They must go across in record time. They must arrive on the other side in safety. The sinking of one ship would mean not only the loss of the cargo she was carrying at the time, but of all other cargoes that she might have been called upon to carry on other trips.

Officers of the service figure that if by improved efficiency in the engine room they can run ten ships across the ocean at one knot better speed than that at which inferior engine-room crews would put them over, one ship has been created. In like manner, if they can put an additional 10 per cent of cargo on each of the ten ships an additional ship has been created.

The transportation officers figure also that night and day a ship costs about $100 an hour. In other words, every hour saved to a ship is $100 gained. A battle may be lost to the allies through the sinking of a cargo ship.

In the matter of defense of cargo ships at sea the service places particular stress upon these four elements: A sharp lookout, ability to maneuver, speed and guns. "Expectation of life" is increased 300 per cent by guns on merchantmen. They force the submarine to operate under the surface of the water, where its speed is slower and its deck guns are useless.

The situation today in New York and the other ports of embarkation in regard to the operation of ships is more or less complicated. Not the navy alone is operating ships, but the shipping board, the quartermaster's department and the navy supply department. Besides this, the shipping board assigns ships to private owners to operate, and certain ships manned by the navy are assigned to private owners. The general opinion with regard to these ships seems to be that, under current labor conditions, navy recruiting offers the best means and the only real guarantee for manning most of the great new fleet of cargo ships under construction.

There has been a disposition in certain quarters to belittle the cargo-ship service. The notion prevails that there is no romance in some of the old tramp ships being used in this service. In answer it is shown by the men in the service that it is not only the most useful but the most interesting service in the war.

Outside of the destroyers, the men-o'-war carrying freight probably will be the only warships that will see active service in this combat. As a clinching argument, this service is about the only one that is constructive and not destructive. It is laying the foundation for a great American merchant marine after the war.

That America did not have an immense merchant marine at the outbreak of the war was due to several causes. Confederate raiders dealt it a severe blow. Metal ships and the development of railroads followed. Then came the blocking in congress of all legislation for such a merchant marine. The La Follette act was the blow that killed the project.

The transportation pressure due to America's entry into the war brought the realization of the inadequacy of the number of American officers in the merchant marine. As the first step toward supplying the deficiency, a great school was established at Pelham Bay for the training of deck officers. In addition to the valuable nucleus of young officers already given to the naval reserve from this school, accommodations have been provided on a greatly enlarged scale for thousands more. Here the men take two months' intensive practical and theoretical training, followed by two months of real experience at sea. The cadets get a taste of the real sea aboard more than 100 coastwise steamships.

Engineer officers are trained at the Stevens Institute of Technology in Hoboken, where men with M. E. degree or its equivalent receive intensive training in marine engineering.

Thousands of men are being trained for the naval auxiliary reserve at the Great Lakes (Ill.) station.

All men turned out by these schools are as much a part of the navy as if they had been graduated from Annapolis. All of these future officers are American citizens and will form the natural nucleus of a great merchant marine.

All navy crews on merchant ships for the duration of the war were advocated by the navy early in the conflict. It was the belief that all such ships should be placed under the strictest discipline; that with permanent crews, efficiency aboard ship would be increased; that the ships would be self-sustaining, in that the crew would be able to make all repairs; that the loading and unloading could be more efficiently done, and that several hundred thousand Americans would join the service, where it was believed they would remain after the war.

It was the idea of the service that by this means the love of the sea would be planted again in the American heart. Men who once had a sniff of the salt air would probably never be satisfied to go back to the cities or farms. They would form the nucleus of a 100 per cent merchant marine.

In the beginning nobody wanted a government-controlled cargo service. Steamship owners feared it meant federal control. The navy had only about 2,000 officers and most of these were needed to aid the 20,000 reserve force to break in the 200,000 new enlisted men. Gradually, as has been stated, the manning and operation of the merchant ships devolved upon the navy and the overseas transportation service was organized to handle it.

In some quarters it is believed that the entire work of manning and operating cargo ships should be turned over to the navy. Danger of strikes among civilian crews is feared. Ships carrying cargo in time of war should not, it is thought, be rated as private property of any individual or company. They must not be in the hands of men who are working for money only. Illiterate men, anarchists, socialists and the disloyal may become members of mercantile crews, whereas only men who are intelligent and physically fit may become soldiers or seamen of the nation. Soldiers work for $30 a month and the sense of duty alone. Merchant seamen receive today $90 a month or more and extra pay for overtime and Sundays, and they are not under any obligation to remain at sea.

At the outbreak of the war there were 5,000 Germans in the American merchant marine. Sixty per cent of the members of the Seamen's union are said to be foreigners. As the service was run under antewar conditions it was impossible to hire Americans and the class of foreigners who would work on these ships was largely undesirable.

Strikes are said to be likely at any time aboard ships manned by foreign laborers. An incident is cited in which the crew of a freighter, bound to Europe with a cargo of essentials for our soldiers, refused to obey the commander's order to assist in getting up ammunition when submarines were reported ahead, on the ground that it was Sunday, and the La Follette law provided only for watch duty on Sunday.

On another occasion a civilian crew demanded overtime for performing on Sunday a certain duty provided by law. Civilian sailors of cargo ships have been caught in the act of signaling to enemy submarines, and fireroom forces have bolted for the deck upon the sounding of an alarm of danger.

Ships manned with naval officers and crews are safe from strikes and mutiny. Efficiency and competent operation are certain. On two or three occasions civilian crews that have struck have been instantly supplanted by navy men and the ship carried through with its precious cargo for the American men at the front.

Some students of naval strategy are of the opinion that a great part of the United States navy might be sunk without to any great extent affecting the result of the war, but if the cargo ships do not get across the war is lost to the allies.

TO POISON FRENCH MINDS

Efforts of the Gazette des Ardennes on a Par With Other Vile Tricks of the Huns.

The kaiser's famous violets, plucked on a devastated hill near St. Quentin, nourished on the sacrificed blood of heroic Poilus, and dripping with his majesty's crocodile tears for the sorrows of unhappy France, should certainly have been sent back to the kaiser wrapped in a copy of the Gazette des Ardennes. This evil little journalistic changeling, now four years old, appeared in the wake of the German armies swarming over France in 1914. Ever since then it has been spreading whatever poison gas can be compressed from printers' ink. It is issued for the sole purpose of destroying French civilian morale in the occupied districts back of the German lines. It has a certain French look about it, it is printed in French, and even the name of its editor is French—Rene Prevost. But M. Prevost is really Herr Prevost, who before the war was correspondent in Paris for a well-known German paper. The assistant editor is Herr Paparitski, formerly a German journalist of Mulhausen, and, as a newspaper man in the "lost provinces," more or less familiar with French thought. The Gazette des Ardennes is published four times a week from Charleville, commonly supposed to be German grand headquarters on the west front. In all probability, its funds, which appear to be limitless, are supplied by the German foreign office, but it is as much a war mechanism of the general staff as any battery of howitzers pounding away at a French village.—Committee on Public Information Bulletin.

Order Not Complete.

Infantry drill regulations explains "To halt," as follows: "At the command 'halt,' given as either foot strikes the ground, plant the other foot as in the marching; raise and place the first foot by the side of the other." To help the recruits the drill sergeants usually count, "One, two," the time in which the movement must be executed.

Recently a negro recruit at Camp Zachary Taylor, Ky., was challenged by a sentry when he started to enter camp after the hour for challenging.

"Halt, who's there?" the sentry challenged.

"Ah niggah o' th' niggah infantry," he replied.

The negro advanced at a cadence of quick time—120 steps per minute.

"Halt," the sentry ordered.

The recruit did not stop until he stood beside the guard.

"Why didn't you obey my order to halt?" the sentry yelled at him.

"Ah was waitin' foh you t' count 'One, two,'" the negro replied.

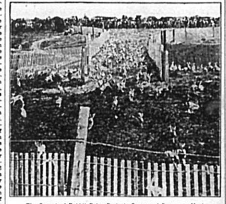
New Blood Makes Dead Heart Live.

Under the title, "Resurrection of the Heart," the Paris Journal publishes a description of remarkable experiments ...

Helping the Meat and Milk Supply

(Special Information Service, United States Department of Agriculture.)

WILD RABBITS FOR MEAT AND FUR.



The Organized Rabbit Drive Protects Crops and Conserves Meat.

WILD RABBIT IS VALUABLE ASSET

Each Year Fully 200,000,000 of Little Animals Are Killed in United States.

FUR IS IN STRONG DEMAND

Value of Pelts Will Be Further Increased This Year on Account of Embargo Placed on Importation of All Skins.

The game commission of Pennsylvania estimated that in 1917, during the open season of 45 days, fully 3,500,000 rabbits were killed and utilized for food in that state. Making due allowance for overestimates in only one state, it is safe to say that each year fully 200,000,000 wild rabbits are killed in the United States. Many of them are jack rabbits, the majority of which have been utilized in the past. ...

CAN THE BUNNY

Bunny clubs have been started among women in Oklahoma to can the rabbits caught in the organized drives in sections of the state where great damage is done by the pests. One club in Buffalo puts up Buffalo bunny sausage which carries on the outside of the cans the following:

Can the bunny
Save the money
Help to win the war
With bread and meat
And lots to eat
The end will not be far

Slice him up
Spice him up
Grind him very fine
Fry him brown
Pack him down
Good for any time.

Tile Trap for Rabbits.

Set a 12 by 6-inch "tee" sewer tile with the long end downward, and bury it so that the six-inch opening at the side is below the surface of the ground. Connect two lengths of six-inch sewer pipe horizontally with the side opening. Second-grade or even broken tile will do. Cover the joints with soil ...

Health Was Shattered

South Boston Woman Tells How She Suffered Before Doan's Cured Her.

DOAN'S KIDNEY PILLS

FOSTER-MILBURN CO., BUFFALO, N.Y.

ASTHMA

DR. J. D. KELLOGG'S ASTHMA REMEDY

One Treatment with Cuticura Clears Dandruff

Hay Fever—Catarrh

SCHIFFMANN'S CATARRH BALM

Every Woman Wants Paxtine ANTISEPTIC POWDER

POST TOASTIES (MADE OF CORN)

Taste twice as good now 'cause I know They Help Save the Wheat

Bobby

Democracy in Barracks

"As I write," says Harold Titus, whose interesting "Barrack Bits," in Everybody's for August, gives us a glimpse of the writer's companions at work and play in the quartermaster corps, "a boy from New York stands beside me in cool, clean pajamas and swagger lounging slippers, while across the table an Oklahoma cowboy laboriously spells out the legends on ... in the far end of the barracks told me this afternoon that he, a boy soprano, sang in Chicago's Orchestra hall, a scant half dozen years ago. An actor who enlisted in Milwaukee is talking to a young California attorney, and an electrical engineer is playing checkers with a Pennsylvania brewer. They stood formations together today, they drilled and went on fatigue detail together; shortly, lights will go out and they will sleep together. ... in a midwestern university quote and repeat and dilate upon: 'I am a part of all that I have met.' And what a variety he is meeting in barracks!"

Indications of Long Life.

A long-lived person it is said, may be distinguished at sight from a short-lived one. The primary conditions of longevity are that the heart, lungs and digestive organs, as well as the brain, shall be large. If these organs are large the trunk will be long and the ... will appear tall while sitting and short while standing. The hand will have a long and somewhat heavy palm, with short fingers. The brain will be deeply placed, as shown by the low position of the orifice of the ear. The blue, brown or hazel eye is a favorable indication. The nostrils, if large, open and free, indicate large lungs. A pinched and half-closed nostril indicates small or weak lungs. These are general points of distinction, but are, of course, subject to the usual individual exceptions.

BARBED WIRE A WAR FACTOR

One of Popular Developments Is Use of American Product to Halt Armies' Progress.

CINCINNATI MARKETS.

LIVE STOCK NOTES

IS REAL HELL ON EARTH

"OVER THE TOP"

By An American Soldier Who Went

Arthur Guy Empey

Machine Gunner, Serving in France

Copyright 1917, by Arthur Guy Empey

EMPEY AND HIS COMRADES REPULSE A FIERCE GAS ATTACK MADE BY THE GERMANS.

Synopsis.—Fired by the sinking of the Lusitania, with the loss of American lives, Arthur Guy Empey, an American living in Jersey City, goes to England and enlists as a private in the British army. After a short experience as a recruiting officer in London, he is sent to training quarters in France, where he first hears the sound of big guns and makes the acquaintance of "cooties." After a brief period of training Empey's company is sent into the front-line trenches, where he takes his first turn on the fire step while the bullets whiz overhead. Empey learns, as comrade falls, that death lurks always in the trenches. Chaplain distinguishes himself by rescuing wounded men under hot fire. With pick and shovel Empey has experience as a trench digger in No Man's Land. Exciting experience on listening post detail. Exciting work on observation post duty. Back in rest billets Empey writes and stages a successful play. Once more in the front trenches, Empey goes "over the top" in a successful but costly attack on the German lines.

CHAPTER XXIII—Continued.

—19—

A gas helmet is made of cloth, treated with chemicals. There are two windows, or glass eyes, in it, through which you can see. Inside there is a rubber-covered tube, which goes in the mouth. You breathe through your nose; the gas, passing through the cloth helmet, is neutralized by the action of the chemicals. The foul air is exhaled through the tube in the mouth, this tube being so constructed that it prevents the inhaling of the outside air or gas. One helmet is good for five hours of the strongest gas. Each Tommy carries two of them slung around his shoulder in a waterproof canvas bag. He must wear this bag at all times, even while sleeping. To change a defective helmet, you take out the new one, hold your breath, pull the old one off, placing the new one over your head, tucking in the loose ends under the collar of your tunic.

For a minute, pandemonium reigned in our trench—Tommies adjusting their helmets, bombers running here ... gas had penetrated through the hole made in the cloth.

Out of our crew of six we lost two killed and two wounded.

That night we buried all of the dead, excepting those in No Man's Land. In death there is not much distinction; friend and foe are treated alike.

After the wind had dispersed the gas the R. A. M. C. got busy with their chemical sprayers, spraying out the dugouts and low parts of the trenches to dissipate any fumes of the German gas which may have been lurking in same.

Two days after the gas attack I was sent to division headquarters, in answer to an order requesting that captains of units should detail a man whom they thought capable of passing an examination for the divisional intelligence department.

Before leaving for this assignment I went along the front-line trench saying good-by to my mates and lording it over them, telling them that I had clicked a cushy job behind the lines, and how sorry I felt that they had to ...

A Gas Helmet.

As we passed through a shell-destroyed village a mounted military policeman stopped us and informed the driver to be very careful when we got out on the open road, as it was very dangerous, because the Germans lately had acquired the habit of shelling it. The corporal asked the trooper if there was any other way around, and was informed that there was not. Upon this he got very nervous and wanted to turn back, but we insisted that he proceed and explained to him that he would get into serious trouble with his commanding officer if he returned without orders; we wanted to ride, not walk.

From his conversation we learned that he had recently come from England with a draft and had never been under fire, hence his nervousness.

We convinced him that there was not much danger, and he appeared greatly relieved.

When we at last turned into the open road we were not so confident. On each side there had been a line of trees, but now, all that was left of them were torn and battered stumps. The fields on each side of the road were dotted with recent shell holes, and we passed several in the road itself. We had gone about half a mile when a shell came whistling through the air and burst in a field about three hundred yards to our right. Another soon followed this one and burst on the edge of the road about four hundred yards in front of us.

I told the driver to throw in his speed clutch, as we must be in sight of the Germans. I knew the signs; that battery was ranging for us, and the quicker we got out of its zone of fire the better. The driver was trembling like a leaf, and every minute I expected him to pile us up in the ditch. I preferred the German fire.

In the back Atwell was holding onto the straps for dear life, and was singing at the top of his voice:

We beat you at the Marne,

...

(TO BE CONTINUED.)

DESTINED TO BECOME DESERT

THAT FINE GERMAN SYSTEM

PLAN FOR SECURING BEST PRODUCING POTATO SEED FOR FOLLOWING SEASON

Harvesting Potatoes—Seed Should Be Selected From the Best Plats.

KEEP FARM MACHINERY BUSY

CREAM SEPARATOR IS HANDY

USE FOR POULTRY AND EGGS

Get New Kidneys!

TAKING VACATION IN STYLE

VALUE OF INSECTICIDE ACT

ADVANTAGES OF VETCH

DISPOSING OF CULL APPLES

LARGER PEANUT-OIL OUTPUT

MOTHERS Keep the family free from colds by using VICKS VAPORUB

Puts a ... Stop to all Distemper CURES THE SICK

Spohn Medical Co., Goshen, Ind., U. S. A.

What The Packers Do For *You*

Not very many years ago in the history of the world, the man that lived in America had to hunt for his food, or go without.

Now he sits down at a table and decides what he wants to eat; or his wife calls up the market and has it sent home for him. And what he gets is incomparably better.

Everyone of us has some part in the vast human machine, called society, that makes all this convenience possible.

The packer's part is to prepare meat and get it to every part of the country sweet and fresh—to obtain it from the stock raiser, to dress it, cool it, ship it many miles in special refrigerator cars, keep it cool at distributing points, and get it into the consumer's hands — your hands — through retailers, all within about two weeks.

For this service—so perfect and effective that you are scarcely aware that anything is being done for you—you pay the packers an average profit of only a fraction of a cent a pound above actual cost on every pound of meat you eat.

Swift & Company, U. S. A.

Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says:

"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female trouble of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well.

"My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."—Mrs. MARIE BOYD, 1421 5th St., N. E., Canton, Ohio.

Every Sick Woman Should Try

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Before Submitting To An Operation

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

You Are Dying By Acid

When you have Heartburn, Gas, Bloat, and that Full Feeling after eating. TAKE ONE

EATONIC

(FOR YOUR STOMACH'S SAKE)

Get rid of the Overload and Excess Acid and you will fairly feel the GAS driven out of your body—THE BLOAT GOES WITH IT.

IT GIVES YOU REAL STOMACH COMFORT

Get EATONIC from your Druggist with the DOUBLE GUARANTEE