

quite water-tight. The kind that is considered to be the cheapest in the long run and the most durable, is a concrete slab reinforced with iron rods. Other methods are, to have the platform built with matched boards or heavy timbers with the cracks calked with oakum or tar.

The reason that wells require to be cleaned is chiefly due to the entrance of trash, dirt, small animals, etc. A well that has a proper construction is safe from such accumulations. If trash, etc., is allowed to go into a well it soon becomes foul and it needs to be cleaned frequently. Where a bucket is used for dipping from a well, a shelf should be provided for the bucket to be placed upon when not in use instead of placing the bucket on the ground where it is very likely to pick up polluting matter and transfer it to the water in the well. Of course, the ideal way when a bucket is used, is to have an enclosed windlass box and an automatic device for emptying the bucket so that it is not touched by the hands.

British Mercantile Marine War Work

In nothing did the war change the attitude of the "official" world so much as in the matter of the Mercantile Marine. The Navy always looked upon the merchant seamen as a poor relation who was not to be encouraged. The nation relied on and by the work of the men who went down to the sea in ships in all weathers and under all possible conditions of discomfort, but the nation never gave those men, collectively, a thought.

Now we have the announcement that a great national tribute to the merchant service is preparing. Some of the old "shell backs" may perhaps laugh in their beards, but I think it is fair to say that the nation really means it. The submarine menace was not a wholly unmixed evil. It brought the splendid qualities of our seafarers into the light of day; it made the shore dweller realize how much he depended on the regular coming and going of our trading ships.

Even to-day, however, it may be doubted whether the public at large really knows what the mercantile marine did during the war. I am not one of those who juggle easily with figures, but the last annual report of the Liverpool Steamship Owners' Association contained some tabular statements that were of dramatic interest.

They showed what the merchant ships brought into the country during the first four years of hostilities in foodstuffs and in raw material of primary importance. The tables take up a great deal of room, but I have extracted from them certain vital totals which are of striking interest. The following are some of the totals of foodstuffs:

Meat (including bacon) . . .	82,000,000 cwt.
Wheat and flour . . .	410,000,000 cwt.
Butter and margarine . . .	10,000,000 cwt.
Sugar . . .	126,000,000 cwt.
Tea . . .	14,000,000 cwt.

Then we have raw materials, particularly those required for munitions:

Iron ore, iron and steel . . .	25,500,000 tons
Copper ore and copper . . .	861,000 tons
Tin ore and tin . . .	261,000 tons
Lead . . .	776,000 tons
Cotton (in cents of 100 lbs.) . . .	78,000,000 lbs.
Wool . . .	2,619,000,000 lbs.

The price the merchant service paid in order to show this result was appallingly high. The casualty list of trading ships lost totalled 2,475, and the number of officers and men killed in those disasters was 14,700, all of them, be it remembered, civilians carrying on civilian work, with no combatant status whatever. It is small wonder that the shipping controller, in an armistice message claimed that "If the palm of victory is to be claimed by any one body of men, then, in my opinion, those are the men of the Merchant Marine."

There is another aspect of the merchant service's usefulness to the State, however, that we must not forget. When we speak of the Navy in the war we no longer mean only that small body of devoted professional officers and men, about 150,000 in number, who formed the navy at the outbreak of the war. We now include all the 450,000 active service seafarers who manned our ships-of-war whether they were Dreadnoughts or paddle mine sweepers. And it was the merchant

service that provided 156,000 of the 18 who also put a bar to the D.S.C. additional officers and men.

No fewer than 13,000 Royal Naval Reserve officers came from the liners and the tramps of Britain. They won six Victoria Crosses, 80 D.S.O.'s and 410 D.S.C.'s among them, with an additional

18 who also put a bar to the D.S.C. They wear to-day foreign orders of chivalry, a thing that has never before happened in any merchant service, and altogether 1,519 honors of one sort and another were awarded to R.N.R. officers. It is a fine record.

These few figures will do something to enable the shore-living citizen to visualise for himself the work which it is now proposed should be recognized nationally.

Snubbing an Earl

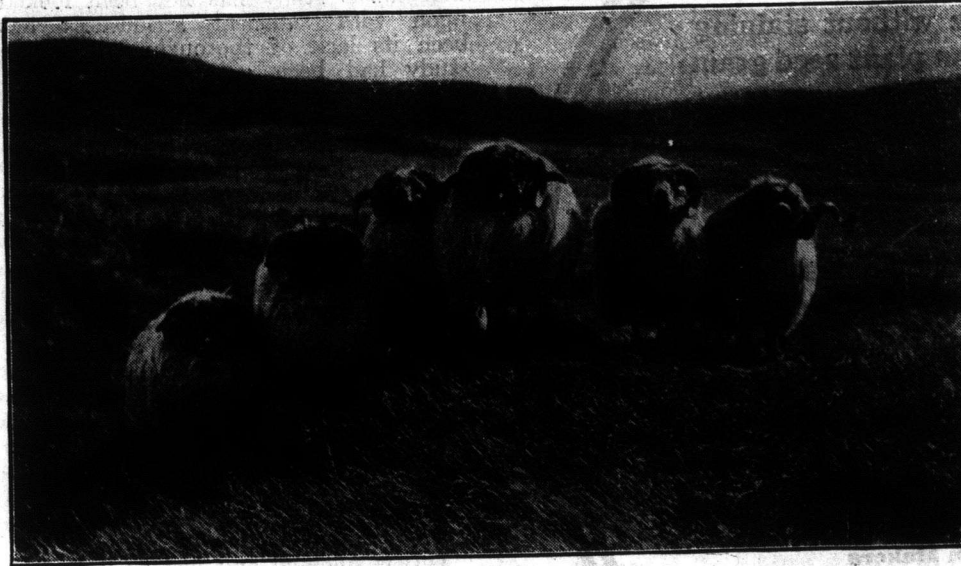
An English periodical tells of a rebuke that a servant once gave to Lord Wemyss. One day when His Lordship was having a studio redecorated he got into a political argument with one of the workmen, a red-hot Socialist.

Suddenly the argument was cut short by the man's wife who, for the time being, was acting as housecleaner.

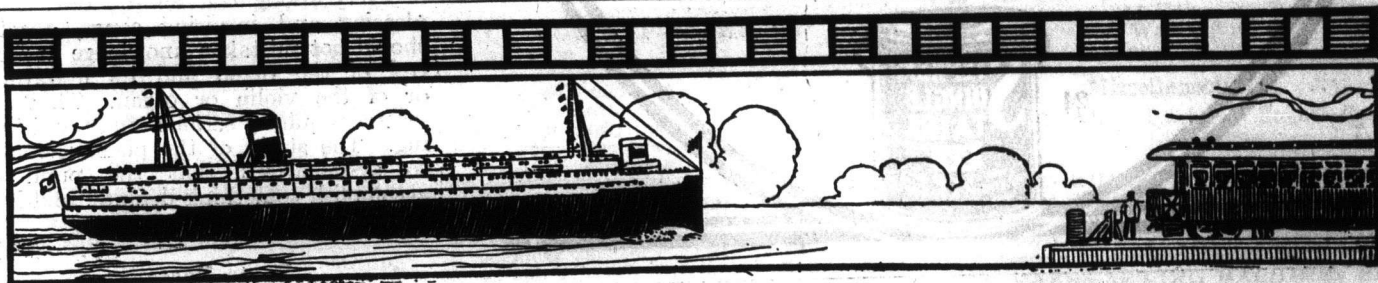
"Now, then, Longjaw!" ejaculated the lady, addressing her better half. "Not so much lip! 'E's never done talkin', Your Lordship, once 'e begins I don't believe 'e knows 'arf the time wot 'e's talkin' about. I don't believe men never does."

"Oh, yes, we do, Mrs. Johnson," said Lord Wemyss; "we know a lot more than you give us credit for knowing."

"I said men, Your Lordship, beggin' your pardon," replied the lady, with a curtsy.



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