

ADMIRALTY WILL CONFIDE MORE FREELY IN PUBLIC

British Authorities to Tell People of Conditions and Needs in Future—Lord Pirrie Controller of Shipbuilding—6,000,000 Tons Sunk During 1917.

London Cable says—One of the most important statements made to the country recently was the speech delivered in the House of Commons to-day by Sir Eric Campbell Geddes, First Lord of the Admiralty. He appraised the demand which has become general recently that the country should be told the exact amount of the shipping losses, and he also announced the appointment of Great Britain's foremost builder, Lord Pirrie, as controller-general of merchant shipbuilding.

Lord Pirrie will not be a member of the Board of the Admiralty, but he will have direct access to the Premier and the War Cabinet. His appointment, it is indicated, will be received with the greatest satisfaction.

Figures on the shipping output and tonnage losses of Great Britain will be published regularly hereafter, it was announced by Sir Eric. It would not be in the national interest, however, to give the tonnage of losses up to date, the First Lord added; but, he stated, the world's tonnage, exclusive of enemy ships, had fallen 2,500,000 tons from the beginning of the war to the end of 1917.

Sir Eric's speech was a simple statement of facts, with no oratorical sentences, but he was listened to more attentively than the most eloquent orators in the Government.

MEN AND MATERIAL NEEDED

It was well within the capacity of the allied yards, and even of the British yards, declared Sir Eric, to make good the world's losses if given an adequate supply of men and material. In the fourth quarter of 1917 the foreign construction was 72,000 tons, he stated, giving a total output of 922,000 tons, while the losses in the same period were 1,200,000 tons, which were the lowest since the intensive submarine war began.

GERMAN EXAGGERATION

Sir Eric declared that the German statement of the allied shipping losses for January was an exaggeration of 112 per cent. Since he had shown up these grossly false returns for previous months, he added, the German statement had not been issued, and was overdue. The amount of tonnage sunk in the last twelve months was 6,000,000, said Sir Eric, instead of 5,500,000 as the Germans claim.

47 SHIPYARDS ENGAGED

At the present time, the First Lord went on, forty-seven shipyards, with 26 berths, were engaged on ocean-going merchant vessels. The shipyard work was completely disorganized during the first two years of the war from various causes, he explained, but, nevertheless, there had been an enormous accomplishment by the shipbuilding industry. The output for the last quarter of 1917 was 420,000 tons, as against 213,000 tons for the last quarter of 1916, while during the last quarter of 1915 it had been only 42,000 tons.

WITHDRAW MEN FROM ARMY

The head of the Admiralty emphasized the importance of the gradual withdrawal of men from the army for the shipyards, so that the army should not be impaired and that non-combatants could be replaced by efficient substitutes. The yards were gradually getting from the army all the skilled and semi-skilled shipyard men, he said, but there was still a considerable deficiency in the requirements of the shipyards, which must be filled by newly-trained men, by dilution and by grading up.

The output of repair work, continued Sir Eric, had increased in February, 1918, by 50 per cent; ten times more naval craft were docked for repairs in the last quarter of last year than in peace time, and more than 3,000 ships were dealt with in that period. The men so employed might have produced a half million tons of merchant shipping if they had been engaged in building.

EFFICIENCY OF PATROLS

Sir Eric admitted that the disappointing results for the January and February building gave justifiable cause for anxiety. He denied the charge that the Admiralty was an ungenerous godmother to merchant shipping. The naval service, he declared, had often subordinated its interest to merchant shipping.

WHOLESALE SLAUGHTER

The drop in the curve of merchant tonnage losses was attributed by the speaker mainly to the efficiency of the patrol and anti-submarine craft, and to the valuable convoy work of other vessels.

Of Civilians Normal Feature of Russian Life

Petrograd Cable says—Wholesale murder is now the normal feature of Russian life. In the small town of Glukhovo, in the Government of Chernigov, 500 members of the local middle class were massacred in a single night. Details now come to hand of the latest massacres in Sineropol and Sebastopol, for instance the sailors decided to execute a general massacre in two streets inhabited by the most well-to-do people in the town. After the massacre the bodies were thrown into the sea. The widow of one of the murdered men asked a diver to go down and bring up the body of her husband. A few minutes after immersion the diver hurriedly pulled his rope and was drawn to the surface. He was in a state bordering on insanity, and for a long time could only mutter one word, "meeting." The bodies of the murdered men had been thrown into the sea with stones tied to their feet, and there was a strong standing upright, swaying under the water.

Two Streets Cleaned Out in Sebastopol

To Asthma Sufferers, Dr. J. D. Kellogg's Asthma Remedy comes like a helping hand to a sinking swimmer. It gives new life and hope by curing his trouble—something he has come to believe impossible. Its benefit is too evident to be questioned—it is its own best advertisement. If you suffer from asthma get this time-tried remedy and find help like thousands of others.

NEW ATTITUDE TO THE SOVIETS

Ally Missions Now Meet Russian Government.

Trotzky Denies Arming German Captives

Moscow Cable—Leon Trotzky's reply to the Allies' enquiries concerning reports that the Bolsheviks had armed thousands of German and Austrian war prisoners in Siberia who now threatened the trans-Siberian Railway, was: "Send officers and investigate."

COULD MAKE UP DEFICIENCY

The Government believed, continued the Premier, that by special exertion the deficiency of 12,000 tons monthly in British shipping could be made good, thereby making it impossible for the enemy, who was unable to defeat the Allies in the field, to defeat them by the process of destroying their trade.

DUTCH SHIPPING WAS TAKEN OVER

All in U. S. Waters Seized Last Night.

Britain Took Same Course at Same Time

Washington Report says—All Dutch shipping in American waters was ordered seized to-night in a proclamation by President Wilson. The proclamation was issued after the War Trade Board received word from London that Holland had refused the American ultimatum for a transfer of the ships according to the original agreement which Germany

blocked. All Dutch shipping in British waters is being requisitioned simultaneously.

A total of 77 ships, of probably 600,000 tons, were added to the American merchant marine by the requisitioning. Another 400,000 tons are put into the allied service by Great Britain's action. Most of them will be used in the food-carrying trade between the United States and Europe. The vessels will be equipped and operated by the Navy Department and the Shipping Board, the Dutch crews being supplemented by American civilian sailors and naval reservists. Compensation will be made to the owners as required by law.

Although the ships have been taken over without any formal agreement, the United States proposes to carry out scrupulously the terms of the original pact, so that Holland shall receive ample foodstuffs and will be protected in her colonial trade by having sufficient tonnage to maintain its commerce.

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OSTEND AGAIN IS BOMBARDED

British Monitors and Sea-planes Score Success. Another Day of Heavy German Air Losses.

ERADICATION OF FARM WEEDS

Results of Co-operative Experiments in Ontario With the Programme for This Year.

WOULD QUIT ONTARIO

JUMP TO MANITOBA ADVOCATED IN THUNDER BAY

BRITISH GAIN IN PALESTINE

HUN THREAT FOR HOLLAND

London cable says: Despatching from The Hague report that a local news agency says that Germany considers her relations with Holland altered by the attitude of the Dutch Government toward the Entente and the United States, and publishes a report that the abandonment by the Dutch Government of the remaining restrictive clauses in its shipping loan terms would be regarded by Germany as cause for war.

ALLIES COULD NOT AGREE TO DUTCH TERMS

Lord Robert Cecil Said Only Course Was to Seize Shipping. UNDOUBTED RIGHT Terms Offered to Holland Put Before British House.

London cable says: Lord Robert Cecil, the Minister of Blockade, announced in the House of Commons to-day that the only course of the allies was to exercise their undoubted right and requisition all Dutch shipping in Allied ports. The Allies considered the Dutch conditions, that the ships remain unarmed and that they should not carry war material as impossible of acceptance, the Minister stated.

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