

All You Big Steamers.

The Story of British Shipbuilding.

(By SIR ANDREW DUNCAN, in the London Magazine.)

EVOLUTION OF THE SHIP.

Every boy is familiar with the story of Robinson Crusoe. He cut down a tree, shaped the trunk, and then hollowed it out. This is the primitive method of building a ship, and, in fact, philologists tell us the word "ship" means hollow thing. Robinson Crusoe hollowed out his ship with a hatchet, and on Friday showed him how to build with fire, a very ancient method in use amongst savages.

Contrast the picture you can see in your mind's eye of Robinson Crusoe at work on his boat with the modern shipyard. A recent writer, W. Gough, in "Wealth," has justly described as "an economic gem," making a similar contrast, this time between a village ship, as one of the most primitive industrial forms and a shipyard as the highest type of industrial development. Imagine yourself in a great shipyard on the banks of the Clyde, with the great sea-way, just as visibility is flush with the highway. Everything here is on a gigantic scale. It has to be, for they are building a sister ship to the Aquitania, one of a dozen of departments, with little locomotives puffing steam, with power-houses, giant cranes, gantries, travelling cranes, slipways, and all the intricate and expensive machinery required to build such a ship.

Imagine one master directing a team of thousands of men, and the departments and shops for the different parts of the ship, the departmental managers, head engineers and managing director. The shipyard is a vast complex of buildings and sheds, lined up with little locomotives puffing steam, with power-houses, giant cranes, gantries, travelling cranes, slipways, and all the intricate and expensive machinery required to build such a ship.

Finally, when the process is complete, the great ship will steam down the Clyde to America, carrying cargoes of thousands of tons, and passengers by thousands, much as the great grey ambler off down the road with the boy on her back and the cat in her foot.

SHIPBUILDING ESSENTIAL.

During the last year things have gone from bad to worse in shipbuilding. Millions of tons of shipping are being put up, and the great majority of our shipyards are engaged on the last order. Moreover, when the last orders have been completed, there will not readily be forthcoming for the present cost of building ships in this country is so high compared with the market value of finished ships that owners will not build new ships when there are old ones on the market, at one-half of the new price. Shipbuilding is essential to our national life. Shipbuilding is essential to our national industry. It is not a great industry in itself, it is not a feeder of other industries. The ship and the great liner give considerable employment to allied industries, as well as to the shipyard itself.

How are we to find a way out of present depression? I know, that questions of this sort are not to be asked and harder to answer, for Aquitania does grow like mushrooms, completed by the kindly forces of fate. A modern liner is, as I have

said, the result of the co-operation of many men in many industries. And the pity of it is that the surface appearance of modern industry often leads these men who have to co-operate into the belief that they are antagonists and not partners. We are face to face then with what is a psychological problem as well as an economic problem. It is in a word, a man to man problem.

I do not despair, serious as the outlook is because the British people are fundamentally sound and sane in industrial matters, and those of them who build ships and go down to the sea in them are among the finest of their type. Cost of production is now too high, and order-books are empty. How can it be brought down to a point at which fresh orders will be booked? In the world of trade and industry the customer is king, and he must be courted since he cannot be compelled. There is a present surplus of shipping tonnage, but there will not be a surplus of new and highly-efficient tonnage as soon as trade begins to get back into its stride and then British shipyards should again bustle with activity. But it can only come on a new and lower level of prices in the industries that serve shipbuilding as well as in shipbuilding itself. This is not, perhaps, a very perfect world, but it is not so imperfect as to consent permanently to pay sixpence for three-pennyworth. This truth is gaining recognition again. If we will not pay sixpence for three-pennyworth, neither can we expect to receive sixpence for three-pennyworth. The surest way out of the depression is by individual adjustment of values throughout all industry. It is a man to man problem.

BRITISH SUPREMACY.

For a time, after the war, it looked as if our position was in serious danger from America. In June, 1914, American shipping tonnage was almost insignificant, being only 1,837,000 tons. In June, 1921, it was no less than 12,314,000 tons, an increase of nearly ten and a half million tons. But American tonnage was a product of war-time conditions. Their shipbuilding feat in the last years of the war was an amazing one, and they are right to be proud of it. If, however, shipbuilding had been an industry eminently suited to American conditions before the war, the Americans would have built ships second to none in quality and in numbers not smaller than ours. They did not do so. I do not think that conditions after the war are so greatly changed as to make very much difference after things have settled down.

There are weighty economic reasons for supposing that, in competition with America, and in the even keener competition with other countries, we shall, if we are wise, hold our own. I say—if we are wise. As things stand at present, both in shipbuilding and ship-repairing, we are being seriously threatened and overshadowed from outside, but there are indications that we are settling down—man to man, as well as in the mass—and the speed with which we do settle down will be the measure of our wisdom.

Above these economic reasons, decisive of themselves in the long run, there is another and higher reason. Ships, when built, require trained officers, expert engineers, and skilled and experienced seamen. It is easier to build ships than to build the men to man them. We, and we alone, can do both to perfection, and that is why I believe in the future supremacy of this country. However depressed the outlook is at the

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moment, I do not believe that now, or at any time, will there be added the fatal word "Final" to the romance of British shipping and shipbuilding. (Concluded.)

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Good Value for Money

But Did Laborers Have to Take It Up?

The reconstruction of the main road at Spaniard's Bay (generally known as the meal-and-molasses road, having been built in the hard times some forty-five years ago, and the labor paid for in the old-time currency) has been practically completed. From the junction of Donnelly's Hill west, to the eastern junction of the old road, the entire section has been rebuilt. On the eastern part, thick and heavy piling has been put up with tie-beams to posts in the road-bed, a space having been left between the piling and where the sea wall stood. The space will be filled in with ballast to strengthen and reinforce the road. On the western end, the face of the retaining wall has been built in cement, the whole being compact and to all appearances proof against the inroads of sea and tide. The width of the road opposite the Orange Hall had been increased, but in the western part the road has been kept to its former size. "Coves" are to be seen in the line of the wall on the western part, due no doubt to hurried work, but the irregularities will be remedied when the finishing is done in the spring. Posts for the railing have been set in the face of the wall. These are slight to support a top and other rails and heavier timber could have been used to more advantage. Later on a top dressing of sand and gravel will be given the road-bed, which at present is rough. This will put the road in as good a condition as it formally was, one of the best pieces of main road in the Bay. It is said that 180 barrels of cement were used in the construction, and that the total expenditure was in the vicinity of \$7,000. The road is a credit to the overseer and the men employed, and is good value for the money expended. —Hr. Grace Standard.

\$60,000 for Cats.

Cats all over the world will benefit from the \$60,000 obtained by the sale of the Ewen homestead, in New York, writes a correspondent. The lady, Miss Caroline Ewen, who occupied the house for years with her two sisters, had a passion for caring for cats. It was her dream that every cat should have plenty of catnip, and a comfortable backyard fence to play on. She devoted her life to establishing sanatoriums and relief organizations for stray cats and when she died she left all her estate, except \$500, for carrying on the work. She cut off her two sisters in her will because they were not sufficiently enthusiastic about cats. The money for rescuing the cat population of the world became available when her nephew recently settled his contest to her will out of court.

The conservative Psyche knot is noted as a feature of the new coiffure.

Rector and Dean Duly Installed.

Presbyterian and Methodist Ministers Joined Anglican Clergy in Christ Church Cathedral Ceremony—Closer Union Touch.

With full rite and ceremony the installation, induction and installation of the Venerable Arthur Carlisle, B.A., as rector and Dean of the Cathedral took place last night, Dec. 31, in Christ Church Cathedral in the presence of a large congregation. Thus the double vacancy which arose from the death of the Rev. Dr. Symonds, who was vicar, and the resignation of Archdeacon Norton, has been filled by one appointment, while the new incumbent also takes the rank of Dean of Montreal, which was held by the late Dean Evans. The ceremony was probably unique for the fact that while it was essentially a parochial event, there were present in the procession of clergy several who represented Presbyterian and Methodist Churches, their presence affording yet another indication of the growing strength of the closer union spirit.

The procession of choir and clergy filed in by the central aisle, covering the length of the church, as is generally done on more formal occasions, the processional hymn being "O God, Our Help in Ages Past." Among the clergy were Bishop Farthing, Rev. F. A. Pratt, Bishop's Chaplain, Archdeacon W. Robinson, Rev. H. V. Fricker, Rev. G. Abbott Smith, Rev. Canon E. J. Rexford, Rev. Canon A. P. Shaford, Rev. Canon Horsey, Rev. H. M. Little, Rev. W. H. Davidson, Rev. Canon J. J. Wain, Rev. T. E. Jenkins, Rev. Canon Flanagan, Rev. Dr. Charters, Rev. O. W. Howard, also the Rev. Prof. R. E. Welsh, Rev. Dr. George Duncan, Rev. S. T. Martin, Rev. Dr. W. J. Clark, Rev. Dr. R. W. Dickie, representing the Presbyterian Church; and the Rev. Dr. S. P. Rose and Principal James Smyth, representing the Methodist Church.

The Institution.

Standing before the chancel steps, the Venerable Arthur Carlisle, was supported on either side by the two church wardens, Col. E. M. Renouf and Dr. F. T. Tooke. After preliminary prayers had been said from the altar, the Bishop, together with his chaplain, Rev. F. A. Pratt, Archdeacon Robinson, Rev. G. Abbott Smith and Chancellor L. H. Davidson, advanced to the steps of the chancel, where the mission of the diocese read letters of institution as rector, also the license. Following the singing of "Come Holy Ghost, Our Souls Inspire," as a kneeling hymn, these documents were delivered to the rector by the Bishop who enjoined him to accept this charge, and at the same time presented him with a Bible and Book of Common Prayer. Induction into "the real, actual and corporal possession of this Church, with all the rights, privileges, and emoluments therein belonging" was next made by the Bishop, and in virtue of this induction the two churchwardens presented the keys of the church and then conducted the newly-installed rector to his accustomed seat.

Installation in "the office and dignity of Dean of Christ Church Cathedral and of the diocese of Montreal" then took place, and following the singing of another hymn, "Lord Behold Us With Thy Favour," certain scriptural admonitions were read by the Bishop. These pertained to the different forms of ministrations, and were delivered in turn by the Bishop from the baptismal font, from the lectern where scriptures are read, from the pulpit, and at the altar. The ceremonies being ended, the Te Deum Laudamus in A. (Martin) was sung.

Duty of Clergy.

Principal E. J. Rexford apologized for the absence of the appointed preacher, the Rev. Archdeacon Paterson Smyth, owing to his being unwell, but stated that the sermon he had prepared had been handed to him to read. The topic was Paul's charge to Timothy, and Archdeacon Paterson Smyth examined the duty and responsibility of the clergy, and the responsibility of the laity in the matter of assisting the clergy. He engaged in some introspection from the clergyman's point of view, discussing the difficult situations that have to be faced in pastoral work, and the feeling of discouragement after delivery of a sermon; nevertheless he declared that in spite of all this the clergy were the happiest people in the city because they had the joy of helping men. He wished more parents would encourage their boys to choose this vocation, and he would like them to be in the ministry for many years had been no change that office for a throne. In dealing with the second phase of his sermon, the responsibilities of the laity, Dr. Paterson Smyth said they could not forget the one whom they had lost, and he believed it would be the last thing that the new rector would wish, for it would be a poor prospect for him, if they could forget so easily. The preacher urged that the people should take their clergy seriously, and that they should try to get the utmost both out of his sermons and from his pastoral visits; also that they should give him their confidence.—Montreal Gazette.

Forelady Declares She is Now Able To Work Once More

Miss Perreault Relates Her Experience For Benefit Of Others.

"Yes, it's true I am able to be back at work again, and I feel as well and strong as I ever did in my life," said Miss Yvonne Perreault, 1077 St. Catherine St. East, Montreal, Ques. forelady at Corbell, Ltd., manufacturers and wholesalers of shoes. "Having been so wonderfully benefited I feel that I would be remiss in my duty if I didn't tell my experience for the benefit of others."

"For two years I was a constant sufferer from chronic indigestion and had been unable to find anything that would do me any good. There were times when I couldn't even climb the stairs without sitting down to rest, and my nerves were so tight and drawn they felt like they would snap in two."

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THE COUGHER.

I go to church to hear the pastor explain, with pious stress, how we must walk, to dodge disaster, the paths of righteousness. His earnest arguments remind me of things I ought to do; and then I go to my cough. He coughs in Dutch and Greek and German, he coughs in Cherokee; his coughing spoils a high class sermon, and simply maddens me. The pastor, in the manner priestly, attempts to look resigned; but he'd fain give that cougher beastly three good swift kicks behind. I go to hear a high class singer, who has a world wide fame. I say, "This treat will be a dinger, and I am glad I came; and when she's finished I shall proffer such tribute as I can," but just behind me sits the cougher, the noisy ker-swoosh man. And when the singer trills some ballad, the bore behind begins; he coughs his whisks full of salad, and every cough is a twin. And he'll sit there and cough and strangle, and bark, and snore and choke, until his neighbors fain would mangle his person, P.D.Q. He makes the tears of brave men trickle, makes women wring their hands; and, cough drops only cost a nickel, and there are many brands.

The Union Jack.

WILL IT BE CHANGED?

(Daily Mail.)

The establishment of the Irish Free State will raise the question whether it will be necessary to alter the form of the Union Jack by removing the diagonal red cross of St. Patrick. The suggestion is made that if it should be necessary to make a change the larger question of an Empire flag might be taken into account. A proposal to this effect was made in 1919 by the Empire Day movement, which the Earl of Meath founded. It was then suggested that a flag with symbols representing the Dominion of the Crown Colonies, and the Indian Empire should be designed. The proposal was favorably received throughout the Empire. A possible change in the Union Jack is being considered, but a decision has not yet been made, a Daily Mail reporter was told yesterday at the

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The First "Jack."

The original national flag of England was the banner of St. George, a plain red cross on a white background. In 1606 the Scottish national flag (a white diagonal cross on a blue ground) was blended with the flag of St. George, as the first Union flag. The English upright cross was placed over a white upright cross, leaving a small border of white with a blue background, the diagonal white cross being added. This change was made by royal proclamation when James I. became King of England. On the death of Charles I. the cross of St. George again became the national flag, but in 1706, after the Union with Scotland, the cross of St. Andrew with the blue ground was restored, and in 1801, after the Union with Ireland, the red cross of St. Patrick was superimposed on St. Andrew's cross, leaving a thin strip of white and constituting the Union Jack as we know it today.

Business Names.

Another consideration arises. If the term "United Kingdom" dies a natural death scores of companies and associations who use the words in their title may alter them.

All the Dominions carry the Union Jack at the top corner of their distinctive flags, next to the staff.

Experts Consider Change Unlikely.

Among experts in heraldry and others opinion is inclining to the view that the creation of the Irish Free State will not be followed by any change in the Royal Arms or the Union Jack.

It is pointed out that sentiment would be against any alteration of the flag, and the expense which would be entailed is also an important consideration. Sir Lawrence Wallace, chairman of the council of the Empire Day Movement, said that when a year or two ago they had under consideration the question of designing an Empire flag to stand for all the Dominions as well as the United Kingdom, they found no general support for the proposal in any quarter and dropped it.

Mr. A. C. Fox-Davies, late editor of "Dod's Peerage" and the author of a

number of works on heraldry, said recently: "Any question of changing the Royal Standard will be governed by the decision as to the Royal Arms, and that is a matter for the King's judgement. I think it is improbable that any change will be made. After all, they are the King's arms, and not the nation's arms. I do not think the arms of Ireland will come off."

"The arms of Ireland go back to the reign of Henry VIII, whereas the Irish cross on the Union Jack does not date back farther than 1801. As a matter of fact, they wanted a St. Patrick's Cross. When they wanted a St. Patrick's Cross they took the saltire of the Fitzgeralds and called it St. Patrick's. Before 1801 no one had heard anything about St. Patrick's Cross."

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MINARD'S LINIMENT FOR GARGET IN COWS.

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