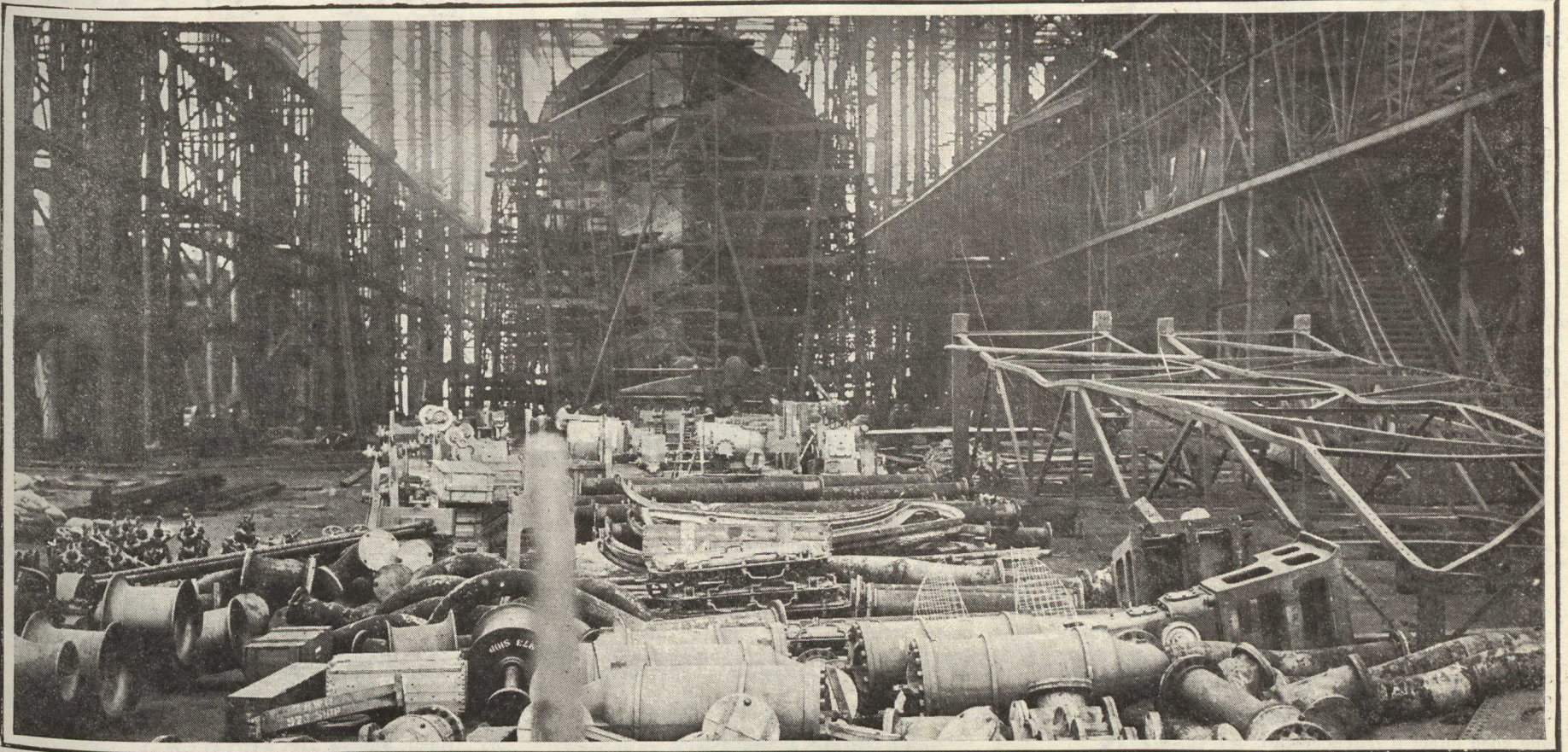


WOMEN HELP KEEP BRITISH SHIPYARDS MANNED



This gigantic-looking hull is not that of a Dreadnought, but merely one of the new destroyers on the stocks. There is a steady output of these vessels.

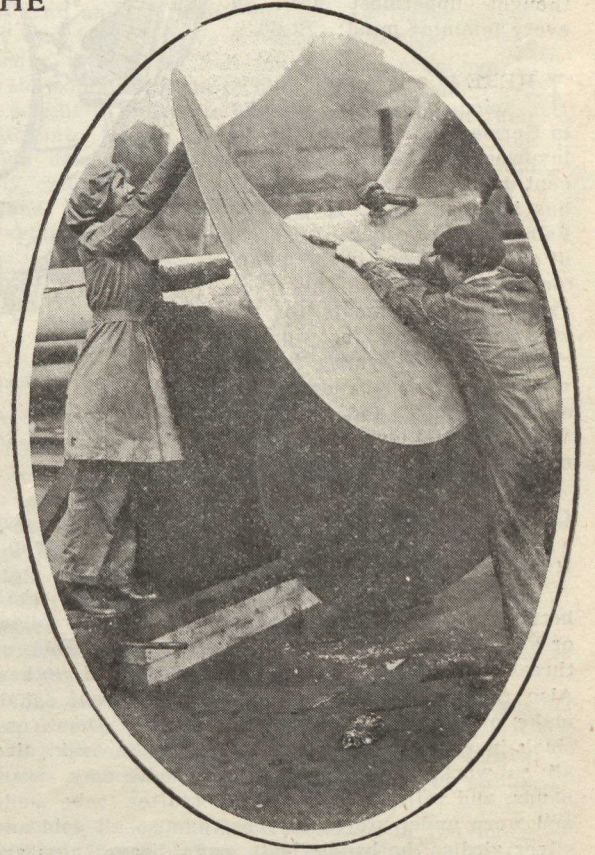
BRITANNIA'S SHIPYARDS RESOUND TO THE HAMMER BLOWS OF SHIP-WRIGHTS DAY AND NIGHT



These workers are engaged on small parts.



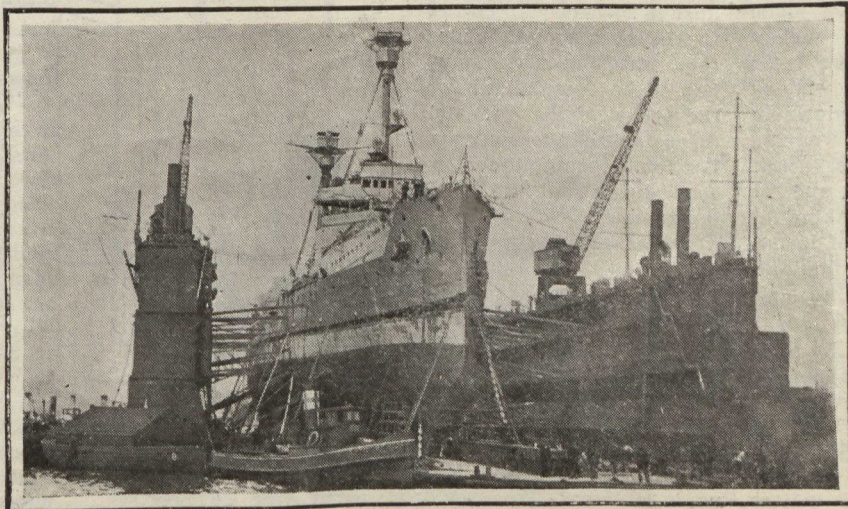
Admiral Sir David Beatty, whose Battle Cruiser Squadron bore the brunt of the fighting in the Skager Rack.



A woman checking a propeller's measurements.

SEVERAL years ago, when Canada proposed to learn the art of ship-building, the opponents of the project backed their jeers with allegations that Canada had not the men to do such work. They said it would take too long to teach them. Yet, as these pictures show, the short-handed shipyards of Great Britain have actually been recruiting women to help turn out the steel leviathans of war. Not only that, but it is reported that women workers have had little difficulty in picking up the knowledge how to handle even gigantic cranes and hydraulic hammers.

Actual physical power is not nearly so much in demand in turning out a modern ship as would appear in the eyes of the outsider. The girl shown standing beside a battleship propeller has strength enough to control practically all the operations in handling this big piece of steel work. Compressed air jacks and cranes do all the heavy lifting. As yet, of course, women are doing only the lighter tasks, but as more and more



A fighting ship in a floating dry-dock.

demands are made on the shipyards for ships, the women's share of the work is increasing.

Britain has not been content merely to maintain her superiority over the Germans. That she has been increasing the margin by putting out new ships is visually demonstrated by pictures on this page. The Mistress of the Seas will never lose her lead through lack of energy in her shipyards. They resound day and night with the sounds of the ship-builders. In the centre is a picture of Beatty the Lion Hearted. Sir David needs no comment. The story of how his fleet of battle cruisers met the Germans and gave battle until superior British forces could come to his help, is in the same class as Tennyson's "Revenge," though happily its conclusion was not so tragic.

Ship-building is to-day probably the most lucrative of all the great industries.

In Canada the Nova Scotia Steel Company has shown at least some of the "Canada Can't" croakers that Canada "Can," by starting a yard for large steel ships.