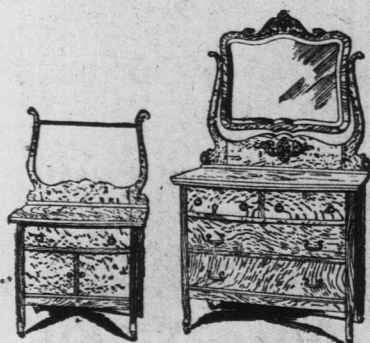


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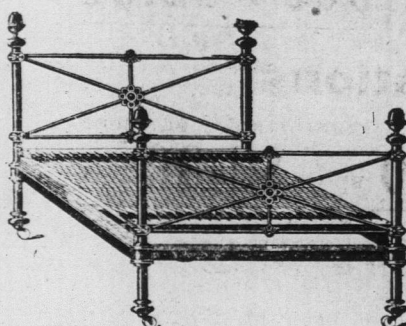
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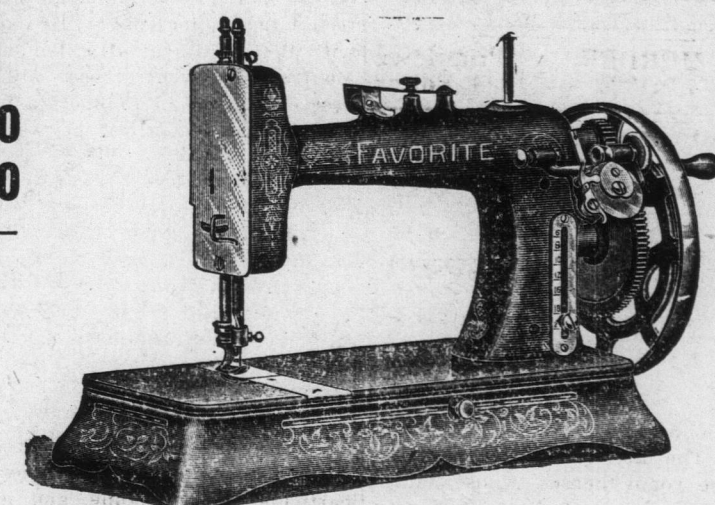
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Impossible for Germany to Have Many Submarines On Sea Now.

So Many have been Sunk, and it Takes so Long to Train Crews That it is Easier to Guard the British Fleet Against Them.

The following article has been written by a special contributor, who has obtained his information from thoroughly reliable sources. The article has been submitted to the Press Bureau and passed for publication:

The First Lord of the Admiralty has announced that the losses inflicted upon German submarines have been formidable. By doing so, Mr. Balfour crystallized the stories told by the naval men who have come in from the North Sea to those who move amongst them in the anchorages on the eastern seaboard. But very little has been said so far about the method followed by the navy in tracking and destroying the latter day pirates of the seas, and not very much about the number of German submarines which have been accounted for by the fleet.

GREAT HUNTING FLEET.

A great deal might be said on both points. There are 2300 trawlers, mine sweepers, and other auxiliaries on duty outside the regular service keeping the North Sea clear. We always believed there were about 3,000 ships at work around our coast, and what is that matchless armada searching for on the lone wastes? What is this quarry that gives the great sport? Reliable figures are not available of how many German submarines were afloat when war was declared. Possibly at the outset there were 50. Fanciful stories have been published

of submarines built in sections and carried overland—vessels of 1000 tons—be it noted—all fitted with most finely adjusted and delicate machinery. To the Germans we grant much is possible, but, setting aside freak ideas and coming to absolute facts, the German yards could not turn out in a year more than 20 new submarines. And even supposing that not a single submarine is being retained outside Kiel, off Heligoland or in the Baltic, for a year, 3,000 ships have been searching for about half a hundred underwater craft.

THE ROUTINE WORK.

What does this mean? So far as the smaller patrol vessels are concerned they have their month or so divided up that more than half of the 30 days is spent on actual patrol work and for about one-third they lie at their moorings, ready at any moment to go out and reinforce a given unit. The remaining few days they are in the harbor and the men are on shore leave.

But their work when out is no sport. Take the men who are patrolling given tracks. They do ten miles either way—back and forward, back and forward, no change, no variety—locking, watching, ever ready. Night and day there stands the gun layer, his own master as to when he should fire. To watch these vessels from land, even at long intervals, as they pass back and forward grows tiresome. What is it to those on board whose eyes must never relax and whose watchfulness must never waver? In fine weather life is passable, but take it on the dirty winter nights they pass through. Where is the sport in living under conditions which pile torpedo boats above high water mark, a March gale tossing them ashore like corks—and the gales of the North Sea are as fierce and bitter as on any ocean, for the terrible nor'easters laden with the ice of Norway come cutting deep into the sailors who man even the ships that patrol the Scottish firths.

ANXIOUS DAYS PASS.

The cruisers on patrol are not so fortunate in going to an anchorage after a short service or in obtaining the benefits of recuperating by a few days' shore leave. Respite from active service are now happily more numerous than in the anxious days when we thought the German fleet might come out, but it was a melancholy experience to move slowly about the North Sea, day after day, week after week, and month after month—

nothing in sight but water and no one on board knowing where they were except the captain.

It was an intense vigil, with ever the danger that the fate that overtook the Hawke and the Pathfinder in broad daylight might overtake them at any moment.

TRACING THE SUBMARINE.

The losses inflicted on the German submarines have been formidable, they are more than formidable, they are irrefragable. When this war started we had still to acquire actual experience in fighting the underwater craft. We had to learn, but after the Hogue, the Cressy and the Aboukir, there was a lull to the losses of the Pathfinder and the Hawke, and there was then a long interval before the Germans sank the Formidable.

But we have grappled with difficulty, and we have means for tracing submarines immediately they enter given areas that are amongst the most carefully guarded secrets of the navy. But what is common knowledge amongst those acquainted with naval work is that we can trace a submarine travelling under water through a curious formation of the wave it creates on the surface. Our sailors are now trained to pick out this wave.

Every layman in navigation will readily understand that if there is a large object under the water, approximately a thousand tons, even at a considerable depth it will cause a displacement on the surface. This wave is not easy to pick out on a tumultuous sea, but we can do it, and, moreover, once we get this wave there is no difficulty in following it, for the submarine is constantly sending up little air bubbles.



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Once on this track the submarine is doomed. It has no escape. But there are not many German submarines now. We keep sinking them, towing them in, blowing them up.

From the eastern coast one day, less than a month ago, three destroyers could be seen steaming up, not three miles out. Two were steaming abreast, and one stood back about midway. They were going about half speed. Suddenly the rear destroyer made a spurt forward. She gathered speed so that the foam rushed over her bows. The others zig-zagged and the guns boomed out. The destroyers were twisting and twirling in a maze of movements the while their guns crackled. Soon the firing ceased, and the destroyers steamed about over the apparently vacant sea for about half an hour. Then they turned seaward and steamed away. Their mission was accomplished. On the next incoming tide the shore was strewn with oil.

Life in these submarines is on a razor's edge. The Germans know that the fearless, tireless British navy has swept from the sea the bulk of the submarines. It takes years to train the highly-skilled men for submarine

work. If they have many boats left—and the facts are against them having many—they cannot have capable men or skilled officers to work the most delicate machine in the whole service of the sea.—Glasgow Herald.

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Weak and run-down. Tired and sluggish. Eyes feel heavy. Headaches and feverish. Don't allow these symptoms to continue. Tone yourself up. Get a bottle of VIGOROL, it will do it, and do it quickly. Every spring one needs a good tonic. VIGOROL acts as a general house-cleaner; it goes after every organ and cleanses it. Get it to-day at all drug stores.

To give pastry a brown, shiny finish beat an egg into about a teaspoonful of water until both are well mixed; brush on to the pastry before putting into the oven. If you do not want the brown tinge, then beat only the white of the egg into the water.



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