

Inspection of Shipbuilding Plant

At Harbor Grace — A Gigantic Enterprise — Big Future Possibilities Predicted for Bay Metropolis — "The Norway of Newfoundland."

Unquestionably Harbor Grace will come into its own again if the mammoth shipbuilding plant, now in course of construction there, is any criterion of its future possibilities.

Yesterday a formal inspection of the shipyard took place and at the invitation of Captain Annonen, Managing Director of the Newfoundland Shipbuilding Company, a number of St. John's folks as well as many prominent personages in the Second City attended the function. To say that one appreciated what he saw would be putting it mildly, and it may be mentioned that it is almost inconceivable how the operations going on at this vast enterprise were kept such a close secret. The town of Harbor Grace was dressed in holiday attire for the occasion, though the work at the plant went on as usual.

A special train left here yesterday at 10 a.m. with the following party: —Hon. Dr. Lloyd, Acting Premier; Hon. W. F. Coaker, Hon. W. W. Halfyard, Hon. W. J. Ellis, representing the Executive Government; Mr. W. A. Munn, representing the Board of Trade; Hon. Tasker Cook, Norwegian Consul; Mr. E. A. Bowring, of Bowring Bros. Ltd.; Mr. J. W. N. Johnstone, of the Reid Nfd. Co.; Mr. J. Stone, Minister of Marine and Fisheries; Mr. J. Black, Lloyd's Surveyor of Shipping; Mr. F. W. Hayward, R. Boone, C. W. Tessler, Capt. Thorham, Mr. J. P. Blackwood, Solicitor for the Company; and the host, Capt. Annonen. The press was also well represented there being present: T. J. Ponn (Daily News), P. K. Devine (Trade Review), M. J. Kean (Evening Herald), V. J. Parsons (Daily Star) and W. J. Crotty (Evening Telegram).

Harbor Grace was reached at 2.30 p.m. the party from St. John's were given a cordial reception accorded them by the people of the Metropolis who cheered lustily as the train pulled into the station. Included in the gathering assembled there were His Lordship Bishop March, Rev. Fr. Walker, Rev. Canon Noel, Rev. Holmes, Rev. Higgett, Rev. Andrews, Judge Oke, J. Thompson, W. Ward, R. S. Mann, J. Casey, J. P. Dr. Strapp, W. Paragier, Jas. Cameron, Dr. Cron, Jas. Cron, R. Chafe, H. Martin, G. Dickson, G. Simmonds, J. Tapp, F. Archibald, H. H. Archibald and Harry Archibald.

The entire party then proceeded by vehicle to the premises of the plant and were shown through it by Mr. C. Roscher, B.Sc., who explained the work in connection with it. He detailed tactfully what had been accomplished and what the Company proposed doing, though it would be impossible to give more than a meagre description of it.

The undertaking is of surprising magnitude. Thus far over \$300,000 have been expended on the work and it is expected that three times that amount will be spent by the time the first keel will be laid in January next. No expense will be spared in completing an up-to-date shipbuilding plant, one of the largest of its kind probably on this side of the Atlantic. Though having met with innumerable adversities since the work started, some of which were enumerated, Captain Annonen is most optimistic as to the future. He said "we mean business" and that, on behalf of such a wealthy concern, is something to be considered. As one visitor remarked, "he believed that Harbor Grace

will be the Norway of Newfoundland within a very short time."

The area of the plant is 850 feet by 350 feet and an extension is contemplated if money can purchase the space. Within the above area the Company are planning to put shipyards, staff houses, offices, store rooms, sail lofts, electric foundries, etc., and the excavation work is now going ahead apace. Five berths will be constructed for shipbuilding, each with a capacity for 1100 ton schooners and, if necessary, can be enlarged to a degree whereby 5,000 ton steel ships could be turned out and equally quickly. Wooden vessels will be made at a very reasonable cost and all local labor, skilled and unskilled, will be employed. Some time in January next shipbuilding operations are expected to commence. Between five and six hundred men will be engaged turning out at least one ship a month. In addition to this number of workmen so engaged the Company have arranged with a similar complement on the West Coast and other places to work in the forest next winter cutting timber for the lumber yards.

Everything in connection with the plant is being done on most scientific and skilful lines. Piers, stores, etc., will be constructed so as to be easy of rail connection from the railway station and docks and there will be up-to-date facilities for making the work as light as possible. The standard size ship contemplated to be built will be 450 tons net auxiliary three masted, equipped with two 120 horse power motor engines. The keels will be laid by 14th, 15th, 16th and 17th deck 10 by 12. Already the Company have orders for thirteen vessels and it is conjectured that after the keels for these are laid, ships of larger dimensions will be in demand. Within the yards also will be erected smithies, machine shops, sail-lofts, etc., all conveniently situated. When the plant is running in full swing the Company cannot be impeded for want of material as they will have all modern appliances for supplying themselves right at hand, though up to the present they have been greatly hampered in the construction on account of the loss of their new steamer Norg, which had on board some valuable and useful materials. Amongst other incidental setbacks the Company have had to contend with and are experiencing is the difficulty in acquiring land for their quarters, mainly on account of the crudeness of title deeds, some of which date back to a century ago. Hence it is extremely hard to find the owners of property. Incidentally, it may be mentioned that the Co. are not being accorded the treatment they should be from owners of certain antiquated property within the precincts of the plant surroundings. Immediately east of shipyard the Company purposes to build a barrel factory for making fish packages, which will also give employment to several hundred men. The Company has now among its stock on hand \$50,000 worth of locally made sail cloth, \$110,000 lumber, all local product, 300 barrels of cement and a considerable quantity of galvanized stuff. Used in the lumber yard is a locomotive which cost \$20,000 with a lifting capacity of over 10 tons. To contend with ice during the winter two breakwaters are being constructed. It is also very worthy of utterance that when the plant is in running order the work of building a ship will be done under cover. In that connection provision is made for the erection of a commodious factory with all kinds of facilities and the construction of it will begin shortly.

After being kindly shown over all the premises the visitors were brought to the office headquarters where they were treated with hospitality and shown plans of ships, the proposed output of the new concern. Then the party drove to "Brace Head," the home of the Company's staff and the former homestead of Mr. W. A. Munn, who, on behalf of the Nfd. Board of Trade, spoke at length and encouragingly of the undertaking just inaugurated, which will be so advantageous to Harbor Grace and the whole country generally. He predicted wonderful possibilities and said that our people would be wise to bury the foolish notion that they were not rich enough. They had to keep to the promise they made to these Norwegian capitalists, the promoters of this immense project, and by their co-operation and support make it the success it ought to be and let the Bay Metropolis again enjoy what she did in the sixties. Speeches of a similar character were made by Acting Premier Lloyd, Hon. W. F. Coaker, Hon. W. J. Ellis, Dr. Strapp and Messrs. J. P. Blackwood and E. Parsons, M.H.A.

On their departure from Harbor Grace at 6 p.m. the St. John's party were again cheered enthusiastically. While en route addresses relative to the shipbuilding plant were made by the Acting Premier, Hon. Tasker Cook, W. J. Ellis, W. F. Coaker, W. W. Halfyard, and Messrs. E. A. Bowring, F. W. Hayward, J. W. N. Johnstone, M. Simmonds and Press representatives. The city was reached at 10 p.m.

A new era has dawned at Harbor Grace, due to Capt. Haney and his Norwegian company, which comprises Capt. Annonen, Managing Director; R. Haney and O. Elerkes, Assistant Managers; C. Roscher, B.Sc., Superintendent; C. J. Larsen, Mineralogist and Civil Engineer; M. B. Simonsen, Fishing Expert; C. F. Lange, Forest Candidate and H. Mohr, Lumber Expert.

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To-Day's Messages.

10.00 A.M.

THE EMPEROR'S TASK.

Emperor William has returned to Berlin from his visit to Constantinople and Sofia and is engaged in an attempt to straighten out the middle of the political situation in Germany. It is said that Chancellor Michaelis has tendered his resignation to the Emperor.

SUGAR PRICES.

WASHINGTON, To-day. Contracts were made to-day between Louisiana sugar growers and the American Sugar Refining Co. for delivery of 200 million pounds of raw sugar at 6 1/2 cents per lb. The Food Administration, announcing the deal, said this would mean a price to wholesalers of 8 1/2 to be followed soon by a reduction to 7 1/2 cents.

HAIG'S REPORT.

LONDON, To-day. A report from Marshal Haig in Flanders to-night reads: We captured a few prisoners during the night in the course of patrol encounters on the battlefield. Hostile artillery was active this afternoon against our positions in Houthulst Forest. Our artillery carried out counter attacks and a destructive bombardment at different points in the Neuport sector; a large explosion was caused behind the enemy's lines by our artillery fire. Weather stormy.

EMPHATIC DENIAL.

OTTAWA, To-day. The Prime Minister has issued an official denial of a newspaper story published in Montreal that the Government had decided to abandon the enforcement of the Military Service Act. His denial reads: "The statement is an unqualified falsehood, wholly devoid of any foundation whatever. It can only be characterized as a complete fabrication."

AIR REPORT.

LONDON, To-day. An official statement issued to-night on aerial operations says: The weather was unfavorable for flying on Tuesday and nothing of special interest occurred. One of our airplanes reported missing on Sunday has since returned. The pilot was slightly wounded.

1.00 P.M.

A NEEDLESS FEAR.

LONDON, To-day. In the Commons yesterday, Mr. Hunt asked for an assurance that no peace negotiations would begin without the full knowledge and assent of representatives of the great Dominions. Mr. Balfour Law replied that the Government would certainly not enter into peace negotiations prior to consultations with the Dominions.

SHIPPING STATEMENT.

LONDON, To-day. The Admiralty statement regarding sinkings and arrivals follows: Arrivals, 2648; sailings, 2689; British merchantmen over 1600 tons sunk by mine or submarine 17; under 1600 tons 8; British fishermen sunk, none; British merchantmen unsuccessfully attacked, including one previously, seven.

MANY.

LONDON, To-day. Great Britain's determination to fight on until German militarism is crushed was emphasized yesterday by Sir Edward Carson at Portsmouth and by Lieut. Gen. Smuts at Sheffield, where respectively they addressed meetings under the auspices of the War Aims Committee. Carson said

the war had entered upon a phase where the question with Great Britain was whether we are going to prove superior in sticking power to the Germans and our other enemies. He added that Great Britain could not and would not make any peace without the concurrence and consent of her Dominions, neither would Great Britain enter into peace negotiations behind the backs of her Allies. Smuts said that to his mind there was only one great and dominating war aim, the end of militarism and the end of standing armies. Admiral Jellicoe, First Sea Lord, who also spoke at Sheffield, declared the war is all but won; we have only to set our teeth and the war will be won. Referring to the submarine warfare he said that the figures of September were good but the figures for October would not be so good.

ITALIAN SHIPPING.

ROME, To-day. Italian shipping losses at the hands of submarines during the week ending Oct. 20 on all seas were three steamers of more than 1600 tons, and one steamer under 1600 tons; one steamer was attacked but escaped. BRITAIN WILL OUTLAST GER.

LIBERALS WILL FIGHT ELECTION.

TORONTO, To-day. The Central Executive of the Toronto Liberal Association last night decided to contest all the ridings in the city in which Union Government candidates are placed.

PRaise FOR BRITISH AIRMEN.

LONDON, To-day. In the course of his weekly talk with the Associated Press yesterday Major General F. B. Maurer, Chief Director of Military Operations at the War Office, said: It is no discredit to the British airmen that they did not bring down a single Zeppelin while the French airmen brought down five in the course of the Zeppelin visit a few days ago. No French airmen would think of comparing the task which they had of attacking Zeppelins in broad daylight, when the airships were at the end of a long flight and partially crippled, with that of the British airmen in finding and attacking them in the night while the invaders were still fresh. Incidentally it may be said that the British air service since the beginning of the war has brought down sixteen Zeppelins under conditions far more difficult than those under which the French were so successful the other day. Discussing the work of British airplanes on the west front he said: During September our bombing machines made 228 raids, dropping on the Germans 7,886 bombs, representing 135 tons of explosives. In the same period the Germans dropped almost exactly 1,000 bombs on the British. Now bombing is only part of our air operations. By far the most important work of the airmen is the destruction of the artillery. During September we made 7,694 shots at enemy batteries under aerial observations and silenced them in 1,813 instances. During the same period the Germans only succeeded in ranging on 743 of our guns. While most of the belligerent armies have certain air heroes whom they advertise immensely and from time to time announce the total of their victories, the British have never adopted this system. Our airmen agree that although they are in a service which appeals to the imagination of the general public, they are in no more dangerous or more vital work than their comrades in the trenches, and they do not wish their deeds noticed in any different manner from that adopted in the case of their comrades in a less spectacular branch of warfare, and the number of planes brought down by our leading fighting airmen exceeds the record of any similar group. During September we engaged and brought down 274 enemy planes, and this figure errs on the side of conservatism, for our headquarters never allows airmen credit for victory unless the fall of an enemy is corroborated from either an observer on the ground or another in the air.

Marvels of a "Mile of Front."

Probably few of us who read of a "mile of front" have any real conception of the enormous labour and material that go to its making. For a mile of front among the swamps of Flanders, for example, with its first and second lines of trenches, its communications and breastworks, the necessary barbed wire is 900 miles in length—long enough to reach from London to Perth and back — and weighs 110 tons.

The sandbags required for its protection number six and a quarter millions. So many are they, that placed end to end they would stretch across Europe from North Cape, in Norway to Cape Matapan, the southernmost point in Greece; and their weight is more than a thousand tons.

To fill these millions of sandbags and place them in position on parapet, parados, or dug-out, would keep five hundred industrious men hard at work for twelve months; for the average man cannot fill and place more than twenty-five sandbags in one night.

In addition to these thousands of wire and sandbags, 12,000 six-foot standards are required; 12,000 small pickets; 35,000 running feet of corrugated iron; more than a million feet of timber, and vast quantities of riveting material of various kinds.—Pearson's Weekly.

PETTY THEFT.—A 14 year old lad was arrested last night for stealing \$2 from a shopkeeper. He was convicted to-day but as it was his first offence and the money being restored he was let on suspended sentence.

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CAPS
RUBBERS
GLOVES
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