

## Concrete Ship "Faith"

The American concrete steamship "Faith" the first large ocean-going vessel of concrete in the history of the world to make a successful voyage with cargo, completed her maiden trial trip on June 2nd by tying up to the dock at the Canadian port of Vancouver. The "Faith," loaded with a rough cargo of salt and ore, left San Francisco on May 22nd, touching at Tacoma and Seattle to unload. Never did a ship receive stiffer treatment. Her cargo was a hard one coming up the coast she ran into stiff gale, heavy head seas and wind averaging 65 miles an hour. Yet she rode this out splendidly.

The "Faith" is 5,000 tons deadweight capacity, 325 feet long with 44 foot beam. She proved easy to handle, averaging 10 knots at 70 revolutions on 120 barrels of fuel oil per 24 hours. The vessel, on arrival, had not taken on a drop of water since May 22nd, and the fuel oil in her deep tanks had shown no stain through the tank walls, although fuel oil will in time come through wood almost any joint of man's making. A notable discovery was that the 600 horse-power engines caused no vibrations to the hull. They are built on solid cement foundations, and ran the turbine during the whole trip. The "Faith" carries electrical steering apparatus, and according to her captain is the best steering vessel for her size, he has ever been on. As a result of the trial trip it was found that only the most minor of changes are necessary. A few sections of pipe in the engine room which were not sufficiently stayed will be braced. It was also found that her superstructure should be more securely bolted to the deck. To avoid the deck houses being carried away she was to have a while in the big storm she encountered.

The "Faith" is a little rough, having been got up hurriedly for her trial trip. She has the bluff bow similar to the old square-ended, straight-lined tramp, but the superintendent of her construction stated that in later boats of the same type to be built by his firm the lines would be finer. Plates of steel around the vessel's forward hawsehole to protect the concrete from the anchor flukes, and a strip down the bow, are the only material other than concrete showing on the vessel's side. She still shows the marks of the board makers. The deck is planked with the concrete and part of the superstructure is of wood, but the hull body of the vessel is concrete. Between 550 and 600 tons of steel rods were used in her and she is strongly reinforced with steel angles at points where the strain is greatest.

The voyage has been watched with anxiety and hope by men high in ship circles of the Allies, for with the success of concrete ships proved, the way lay open to solving the ship shortage problem, as concrete ships can be built much more quickly and easily than either those of wood or steel. According to her constructors about forty per cent of the amount of steel used in ordinary steel vessels goes into concrete ones, but this amount they hope to cut down. The steel, however, is not steel and so makes no demand on the plate-rolling mills. Three Government engineers accompanied the vessel to Vancouver from San Francisco with measuring instruments for stress and vibration, and immediately upon their arrival left for Washington to make report.

That the trip was in every way satisfactory is evident by the fact that following the "Faith's" docking, the president of the building company announced more ships would be begun at the company's yards in Redwood City. The new concrete vessels are to be 50 per cent larger, or an average of 7,500 tons deadweight capacity. The success of the "Faith," apart from the importance it may have toward determining a solution to the ship shortage problem, is a triumph for American shipping, for the United States is the first nation in the history of the world to launch a large concrete freighter which proved satisfactory on long ocean voyage loaded with cargo.—Scientific American.

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## Hun Fleet Preparing for Gigantic Battle.

Before many months, the German high sea fleet will come out. Germany's combined sea power will come out with a fury beside which the fury with which her armies are now fighting in the Western front will pale. When that day comes, every available vessel, from the mine-laying submarine to the dreadnoughts, will make one gigantic dash. The fleet that rallies forth will be composed of every available vessel that can float. The object of this desperate dash—which every German naval officer admits is a forlorn hope—is to reach, first, the Atlantic ocean, and then to spread all over the world in a last, desperate, ruthless campaign, that should they succeed, will make the submarine ruthlessness hitherto practiced by the Hun high command look like a child's play.

Every bottle emptied by the household should be saved—it will hold something. When doing a little home paper-hanging, the amateur will find the paper much easier to hang if the paste is applied to the wall instead of to the paper.

## How Airmen Hampered the German Drive.

German prisoners are again complaining bitterly, according to the Morning Post, that since the present offensive began, their own airmen have given them insufficient protection from the bombing activities of the British flying officers. One referred especially to the British bombing of German troops and billets in the Bapaume area, where apparently great execution was done. This prisoner assumed—not unnaturally perhaps—that the British work in the other areas outside his personal experience had been equally deadly for his compatriots. A German officer prisoner belonging to a famous regiment stated that a few days before he was taken, a British airman dropped a bomb on an ammunition train in Weincourt station, and that the whole train exploded. It had been carrying a large number of shells for the 36 cm. Austrian guns. As a result the guns in question were able to play but a small part in the bombardment leading up to the German attack of April 24th, for lack of ammunition. Another prisoner enlarged at length upon the remarkable number of casualties caused by British bombing airmen in the Bapaume area at the end of March and during the first half of April. This prisoner said he had seen great masses of wrecked German transport and very many dead horses killed by the British bombs. The number of killed and wounded among the troops was also very large indeed. One German aerodrome, which he named, had to be moved back 17 miles in order to protect it from the British bombs. This was not regarded as very helpful to the German infantry.—Scientific American.

sign. So far as gun-power is concerned our dreadnought fleet may be divided into two broad classes, according to the gun which forms the main armament. Among the earlier ships, mounting the 12-inch gun, we have the "Delaware," "North Dakota," "Florida," "Utah," "Arkansas" and "Wyoming." The ships that carry the 14-inch guns are the "New York," "Texas," "Nevada," "Oklahoma," "Pennsylvania" and "Arizona." It is a pretty safe guess, that if the Germans ever line up against our fleet in the North Sea, it will be 14 and not 12-inch shells that will land on their ships. This combined Allied fleet should be able to give a good account of itself in any action with the enemy. We hope so, at least, for when Trotsky and Lenin sold the Russian army to Germany—they sold the fleet as well, thereby adding four dreadnoughts and four battlecruisers to their strength in the North Sea fleet.—Scientific American.

## American Battleships in Europe.

Following the announcement by the Navy Department of the names of the American Admirals who are on duty in Europe, Rear-Admiral Glasby has recently made a reference to the ships they command, which puts beyond all doubt the fact that our Navy is represented in European waters by a division of our dreadnought fleet. He told his audience that during certain war manoeuvres, presumably in the North Sea, Admiral Beatty, as a matter of courtesy placed a division of United States battleships at the head of the British line. Now since the British battleship line is made up entirely of ships of the dreadnought type, it is a pretty safe guess that the four ships that flew American ensigns on this historic occasion were dreadnoughts—probably of the latest design. So far as gun-power is concerned our dreadnought fleet may be divided into two broad classes, according to the gun which forms the main armament. Among the earlier ships, mounting the 12-inch gun, we have the "Delaware," "North Dakota," "Florida," "Utah," "Arkansas" and "Wyoming." The ships that carry the 14-inch guns are the "New York," "Texas," "Nevada," "Oklahoma," "Pennsylvania" and "Arizona." It is a pretty safe guess, that if the Germans ever line up against our fleet in the North Sea, it will be 14 and not 12-inch shells that will land on their ships. This combined Allied fleet should be able to give a good account of itself in any action with the enemy. We hope so, at least, for when Trotsky and Lenin sold the Russian army to Germany—they sold the fleet as well, thereby adding four dreadnoughts and four battlecruisers to their strength in the North Sea fleet.—Scientific American.

## Don't Want Much!

Paris, July 1.—Great Britain must turn over its war fleet to Germany, return Gibraltar to Spain, and restore Egypt and the Suez Canal to Turkey, Great Britain, France and the United States must pay Germany an indemnity of at least \$45,000,000,000. Belgium and French territory must be surrendered.

These are among the conditions included in the German peace programme published in the Nachrichten of Goerlitz, Prussia, by Count Roan, a member of the Prussian House of Lords, according to a Havas despatch from Basel, Switzerland.

Count Roan says Germany is entitled to the following terms because of its strength, and until they are realized there should be no armistice and no cessation of submarine warfare.

Annexation of the entire Flanders coast, including Calais.

Annexation of the Brie and Longwy Basins and the Toul, Belfort and Verdun regions eastward.

Restitution to Germany of all her colonies, including Kao Chau.

Great Britain to cede to Germany such naval bases and coaling stations as Germany designates.

Great Britain must return Gibraltar to Spain and cede its war fleet to Germany, restore Egypt to Turkey and the Suez Canal to Turkey.

Greece must be established under former King Constantine with frontiers as before the war.

Austria and Bulgaria will divide Serbia and Montenegro.

Great Britain, France and the United States must pay all of Germany's war costs, their indemnity being a minimum of \$45,000,000,000. They

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## Household Notes.

Camphor, placed in chests of drawers and cupboards or wardrobes, will keep the mice away.

Always save a remnant of a fabric; it will make an excellent little dress for some small child.

Don't forget to close the refrigerator door each time you use the box; the ice will last much longer.

There is nothing more restful to the tired body than breathing deeply and at the same time relaxing.

The fat taken from duck or chicken, if rendered will make excellent shortening for soda biscuits.

Old wood is apt to send sparks into the room, but wood that is sound will burn without this difficulty.

Have window shades that will run up and down over your pantry shades and a lot of dust will be saved.

Banana cocktail is made with shredded orange, pineapple and lemon juice, with banana balls dropped into it.

Molasses added to the baked beans, just before they are taken from the oven, gives them a rich flavor. Use about a tablespoonful to two quarts of beans.

Paint marks can be removed by soaking them for a short time in benzine or turpentine, then rubbing them with emery paper or a little pulverized pumice stone.

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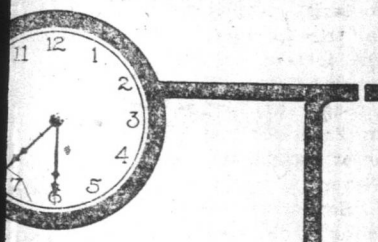
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