

Giant Submarines For Britain—Able to Fight Cruiser.

By Arthur S. Draper.

BARROW, July 14. — Alongside a light cruiser in the naval construction yards of Vickers, Limited, I saw a long, whale-backed craft which looked for all the world like one of the grain-carrying ships of the Great Lakes; in the office of the plant, I saw a model of an undersea boat built in the same yards a few years ago, and it looked like one of the toys of the Prospect Park lake in Brooklyn.

Put these submarines side by side and one begins to appreciate the development in undersea construction in the short span of years since the war started. The latest type of British submarine is a credit to the greatest navy in the world. Perhaps Germany has something better to show, but if so it still remains a secret.

From the first days of the war everything appertaining to submarines has been enveloped in secrecy. For a time we received reports of ships that had been torpedoed, but now the Admiralty supplies the public with no names of the ships lost or their tonnage. Much has been written about the various devices employed in snaring submarines, but never has there been any official statement for public consumption. Columns and columns have been published about the activities of the U-boats, but rarely is there a line printed about British submarines.

I had an opportunity of seeing the interior of the latest British submarine, but even if I was permitted to describe it the job would be more difficult than putting together the wheels and springs of a clock. Batteries and bunks, wheels and levers, speaking tubes and electric buttons are so mixed up that all the novice gets is a feeling he has stepped inside the storeroom of an overstocked hardware store. But even a novice can see at a glance that everything has a certain function to perform, and that the multiplicity of devices forms a harmonious whole. It takes considerable time to build the hull of a submarine, and even longer to construct and install its "vitals."

Could Fight A Cruiser.

Vickers were building submarines for the British and Japanese navies before the war. In the last three years the product of their yards in number and size makes their pre-war output seem almost negligible. To-day they are making work on submarines just as if Admiral Jellicoe had Admiral Capelle's job to do. If the Vickers yard were in Bremen, instead of Barrow, the new British Food Controller would have a whole lot more to worry him. Some of their boats are big enough to accept a challenge from a destroyer, or even a light cruiser.

I am not permitted to state the number of submarines Vickers have built since the beginning of the war nor can I give the length and tonnage of the latest, but you may get some idea of the size when you know that it takes a crew of nearly fifty to run one. They can submerge in less than a minute and they have a surface speed considerably exceeding that of a Sandy Hook steamboat. These undersea boats can remain away from their bases as long as, if not longer than, the best Germany has produced. Every one has a phonograph and some miniature cinemas to amuse the men while the boat rests on the bed of the sea off a German port sometimes for a period of twenty-four hours. At best life aboard a submarine is tedious, dangerous and irksome, but the new boats are equipped with a number of comforts it was impossible to install in the cramped quarters of the earlier types.

Pre-War Boats Pygmies.

There seems to be no limit in size in the building of submarines. The last three years have brought a type which makes the pre-war boat look like a pygmy, and still the naval constructors are not satisfied. The development in submarine construction has been as rapid as the progress made in aeroplane building. Some day in the near future there may be a submarine as long as a trans-Atlantic passenger steamer.

Though they commit cruel acts, the German U-boat sailors are brave and skilful men. One of Germany's greatest difficulties is to find the right men and to train them for submarine work. The motion of a submarine makes for seasickness, no matter how experienced the sailor. Before a new crew goes out it is necessary for it to spend a month or six weeks in training under conditions approximating as nearly as possible those at sea. Germany has lost a great number of submarines, and she has been compelled to draw heavily on her regular navy to make good the losses in men.

On the other hand Britain, primarily a nation of seamen, has a much larger supply of material from which to draw submarine crews. The independence and excitement of the life of the submarine appeal to the average British sailor, and the Royal Navy finds no difficulty in forming crews as fast as there are boats to fill. If conditions were reversed, and Britain had the submarine offensive instead of the defensive, the toll of shipping would undoubtedly run much higher.

Salmon Fishing.

Mr. J. W. N. Johnston, General Passenger Agent of the Reid Nfd. Co., received the following message from their agent at South Branch:—"Salmon fishing here to-day: Capt. Barron, 1, 4 lbs., Jas. McIsaac, Guide; F. Robinson, one 12 lbs., M. Tompkins, guide; H. G. Nicholls, one 12 lbs., Paul Deucott, Guide."

A. J. VINCENT.

Tubular beads are used in the latest embroidery.

Train Notes.

Thursday's outgoing express reached Port aux Basques at 9.15 p.m. yesterday.

The incoming express is due at 4 p.m. to-day.

FISHERMEN VIOLATE LAW.—A message from Ladle Cove to-day to the Marine and Fisheries Department, stated that the trappers there were violating the fishery rules by setting on prohibited ground and that some refused to comply with the law.

And the Worst is Yet to Come



German Collapse Likely, Says Paris.

KAISER IN TIGHT CORNER.
(By Charles H. Grasty.)

Paris, July 10.—Paris is speculating pleasantly on the evidences of internal troubles in Germany. The secret session of the Reichstag, the flitting hither and thither of the Kaiser and his Generals, the evident uneasiness of Von Bethmann-Hollweg, and above all the Erzberger attack and the sensational coalition Party fit into the theory of the war's sudden ending this year by a German collapse, to which many well informed people hold tenaciously. Such theorists admit that the present storm may blow over, but they assert that the meteorological conditions will produce another and more serious one, and finally militarism and Hohenzollernism will be engulfed in a hurricane.

Erzberger's recent visit to Switzerland gives point to his present attitude. Paris observers think he ascertained a few unpleasant truths when he went outside the German embargo for information. He was unsuccessful in his attempt to enlist the Vatican in a peace effort, but as the result of what he learned by contact with the outside world the scales fell from his eyes, and he went back home prepared to make sacrifices.

The depreciation of Erzberger's attack in the German press cannot hide the fact that he represented a solid block of German opinion, and the threatened consolidation for peace aims of the two leading parties hitherto standing at extremes has created something like a panic at Potsdam. The German rulers have been playing a dangerous game. They depend on public discipline for sustaining the weight of the war. For months they have been stretching discipline to the breaking point. They have been telling the people to be patient as the submarine would reduce England in two months.

Five months have passed, and England has grown far stronger. They took a gambler's risk on the submarines. Not only have the submarines fallen short, but their lawless employment compelled the United States to enter the war. Erzberger and other German observers going to Holland and Switzerland undoubtedly have taken home some information about the scale and speed of American preparations that has brought at least partial sight to the wilfully blind eyes in Berlin.

The submarine drive has almost reached a point where it may be defined as a military failure. Having built so largely on its success, the people having taken the assurances at their face value, the Kaiser's Government is now confronted by the problem how to let the public down. Paris opinion leans to the belief that herein lies the explanation of the air raids on England. Their spectacular character and comparative success may dazzle the German people so as to divert their minds from the U-boats. To the sole necessity of bemusing the German public is attributed the Kaiser's tremendous bluff a short time ago, which events called most embarrassingly within two days. His telegram to the Kaiserin proclaiming the end of the western offensive was followed immediately by Messines.

The threatened change in the Berlin Government is pointed to here as most significant. It is ridiculous to talk of the Government falling because it is all in the hands of the Kaiser, and he never turns out civil officials except because they do not suit him. What earlier meaning now is that popular clamor seems for the first time to be having an effect on the Government. It looks as if the Minister of Marine, Von Capelle may have to pay for the submarine failure with his head, and even Bethmann-Hollweg may have to resign at last. Discipline works splendidly while it works, but when confidence in trusted leadership fails the effect of the disillusion may be sudden and disastrous.

All eyes here turn expectantly toward Berlin. The heaven of doubt is working. Whether now or somewhat later, Germany may crack from the aggregate pressure of submarine disappointment, the Russian revival, the western offensive, and American activities. One encounters here read apprehension over the new German peace effort resulting from these conditions, and the fear is expressed of a "white peace"—otherwise peace stopping short of the exclusion of militarism.

It is believed by many that serious internal troubles would lead to Germany's offering Alsace and Lorraine, Belgian and Serbian indemnities, and perhaps even the abdication of the Kaiser in favor of his son. Nobody doubts here the willingness to carve Turkey and parcel out Austria. She is known to be feverishly active in efforts to pacify Russia and France through self-constituted representatives in Switzerland by assuring each that her designs are only on the other—that is, playing both ends against

the middle. Making full allowance for a specific margin, the possibilities of a breakdown in Germany are more real than at any time since the war began.

Novel-Reading Sultan.

Although the Sultan of Turkey is reputed to be the latest potentate in Europe, he is passionately fond of reading. For weeks at a time he will shut himself up in his private suite at Yildiz Kiosk—the Turkish Buckingham Palace—surrounded with literature of all kinds: classical works, novels, magazines, and newspapers. With the exception of his personal attendants, Ministers of State, and foreign Ambassadors, no one is allowed into the Imperial sanctuary during the Sultan's literary "fits."

But the "Sick Man of Europe" is somewhat handicapped, as his knowledge of European languages is limited. In order to overcome this difficulty he employs a translation office. Here there are a crowd of officials, who speak all the languages of Europe and the East, and for their use all the political and illustrated newspapers of importance are procured, from which extracts are made and translated for the Sultan. There are fifteen superior translators, called dragoman secretaries, in this office, and their pay is from ten to forty Turkish pounds monthly.

The translations are not limited to political publications; novels and romances in all languages are also translated for the Sultan, and many thousands have found their way into the Imperial library. They are all written on thick white royal octavo gilt-edged paper, and are fastened together with green and red ribbons by the translators themselves.

After circulating through the harem they are preserved in the library. The Sultan's favorite reading is criminal romances. He subscribes to all newspapers containing reports of the proceedings in the Law Courts, and there is no famous writer of stories of crime in any language whose works have not been translated for him.—Tit-Bits.

Here and There.

POLICE INVESTIGATING.—The police are still investigating the larceny of \$250 from an east end residence and hope to round up the culprit ere long.

NEW TRAFFIC MANAGER.—Mr. E. W. Taylor, the genial General Freight Agent of the Reid Nfd. Co., has been appointed Traffic Manager of the Co. in addition to his regular duties. Mr. Taylor is well known as a most obliging official and in his present position will no doubt serve the travelling public to the utmost of his ability. Congratulations.

Lace is being used for summer theatre cloaks.

Evening wraps are made of chiffon and unlined.

They are making close-fitting turbans of gold tissue.

Pale green linen makes a fashionable morning dress.

The frock of blue serge can be embroidered in grey.

BORN.

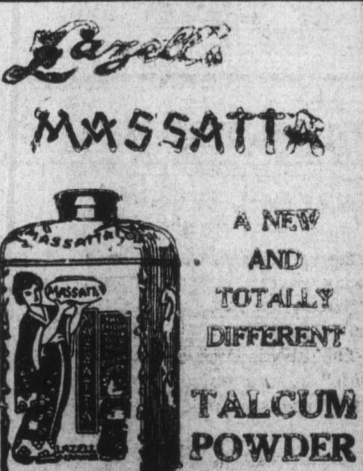
On July 16th, 1917, a son to Mrs. and Mr. E. D. Morrissey, tinsmith.

MARRIED.

At Topsail, on the 18th inst., by the Rev. Canon Netten, Mr. Angus Crane to Miss Rebecca George.

DIED.

This morning, of bronchitis, Dorothy, darling child of George F. and Anna M. Kearney, aged 5 months. Passed peacefully away, at Middle Cove, on July 10th, Mrs. Anne Roche, aged 71 years, leaving five sons and five daughters to mourn their sad loss.—R. I. P. Boston, New York and British Columbia papers please copy.



Not only softer, sweeter, more satisfying than any other, but distinguished by the "True Oriental Odor," a fragrance inimitable in its subtlety and charm.

In addition to Massatta, we carry a complete line of Luxur's Famous Soaps, including the most exquisite Perfumes, delightful Toilet Waters, and Creams, and Powders of unsurpassable excellence.

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At the above great reduction we are offering a large quantity of Boys' Smart American Suits.

These Suits were originally \$6.50 to \$8.50 values, and every Suit is offered at the uniform price of \$5.50. This is an exceptional chance for parents who have boys aged from 2½ to 10 years. Doesn't your boy need a new suit?

In snappy belted and semi-military styles, made with detachable White Pique Collars, these Suits can be bought in Navy Serge, Black and White Check, Grey—in several tones, Brown Cloth and Corduroy.

We shall feature an attractive special each week which will make it well worth your while to watch our advertisements.

Always watch our Western window, it corresponds with our advertisement each week.

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Our Semi-Annual CLEAN SWEEP SALE

Has invaded our Dry Goods Department and taken the goods by storm, so that we offer prices unheard of for awhile to make room for new goods to arrive.

LADIES' SKIRTS.

The latest American cut, Navy and Striped Grey. Prices from \$2.95 up. Special, \$6.50, now \$5.50. Also Underskirts in White from 95c. each up.

LADIES' BLOUSES.

Silk White Voile, Lawn, Black Sateen, Cashmere, Striped Cotton. Prices from 75c. up to \$3.50. A few soiled, values up to 85c., now 35c. All Blouses reduced 20 to 30 per cent. to clear.

Ladies' One-Piece Dresses.

We have them in White Embroidery, Fancy Muslin, Blue Linen, Striped Linen; also Pique Dresses, Fawn Linen; all to go in this Great Sale at wonderful reductions, as the order is to clear all Summer Goods at any reasonable price.

Also LADIES' VESTS, HOSIERY, CAMISOLES, APRONS, HANDKERCHIEFS, and the many other things in the Ladies', Misses' and Children's wear too numerous to mention, to go at special prices.

In the Men's Department we are making special prices on everything, so that we invite one and all to come and share in the saving our Semi-Annual Sale gives.

The C. L. MARCH Co., Ltd.
Corner Springdale and Water Streets.