

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, MAY 22, 1918

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THE SHIPS ARE COMING.

Fifty ships of major size will be put into commission at American yards next month and a large number will be ready for sailing in July and August. This assurance is given by U. S. Shipping Commissioner Colby, who adds that there is now a shipyard on the Delaware which will turn out tonnage greater than Great Britain's total output before the war.

A despatch from Washington yesterday said:

"Ten steel ships of 35,800 aggregate tonnage were completed and delivered to the emergency fleet corporation during the past week, and fourteen others, some wood and some steel, of 48,000 tons were launched. On Saturday four wooden ships left the yard, the third time during the present month when four vessels of this type were launched in a single day. The total number of wooden ships launched in May, to date, is 29."

The following review of the situation by Bradstreet's is of further interest in relation to the remarkable activity now shown in American shipyards:

"Shipbuilding appears to be proceeding at a more satisfactory rate, according to the figures for last week given out by the Emergency Fleet Corporation. During the week ending May 11 there were launched seven steel ships aggregating 82,100 tons, and seven wooden ships with a total of 25,000 tons, or 107,100 tons in all, making an average of two ships a day. Light steel ships aggregating 63,150 tons were also delivered ready for overseas service. Of these, seven were requisitioned vessels. Since the Emergency Fleet Corporation began its work, 150 ships of 1,106,021 tons in all were completed in American shipyards up to the end of last week, and of these, 138 vessels aggregating 991,000 tons were finished by the Fleet Corporation. More than half of the total tonnage mentioned—667,890 tons, to be precise—represents deliveries since January 1, and there has been a steady increase in the monthly totals. A vigorous effort is now under way to make the record for this month surpass that for April. While forty-six wooden ships have been launched, there have been thus far no deliveries of this type of vessel, owing, it seems, to delay in getting boilers enough for all, and for nearly half of the wooden ships also, however, now available, so that some of them will be soon ready to go to sea. Plans for a considerable increase in the shipping output are contemplated by Director-General Schwab, according to a statement made in a New York newspaper, in which he is quoted as saying that he hopes to increase the present output by at least 50 per cent. One of the interesting incidents of the week was the receipt by the Shipping Board of a congratulatory cablegram from General Pershing in response to that sent to him in relation to the record launching of the Tuckahoe. This message gave assurance to the board that the men on the firing line appreciate the patriotic service of those building ships at home. The Tuckahoe, by the way, was on Wednesday turned over to the Shipping Board completed and ready for her cargo. This was five days in advance of the date expected, the vessel being ready for sea service in thirty-seven days after the laying of her keel."

It was announced yesterday that "An agreement tantamount to a contract to build 100 vessels, to cost approximately \$800,000 each, and totalling about \$100,000,000, was reached at Cleveland by Charles M. Schwab, director general of the government's shipping programme and Great Lakes shipbuilding companies."

From London yesterday came word that British ship-repair yards, from August 2, 1917, to April 22, 1918, had repaired and restored over 8,000 vessels, representing 16,150,000 gross tonnage, or a weekly average of \$14,105 gross tons; and that the weekly average for some weeks past has risen to over 500,000 gross tons, and is steadily rising. The amount restored in one week reached 598,000 gross tons.

Five ships, each over 20,000 tons, we are told, have left the yards ready for service in a single week.

All this is most cheerful reading, especially in connection with the declining record of losses by submarine. Both by sea and in the air the ascendancy remains with the Allies.

By saving bacon and beef for export the people of the United States and Canada have enabled England to restore the normal rations there, but the rationing is still compulsory, and America is still urged to build up a reserve of food so that there may be no danger of a serious shortage at a later period. To keep up the food supply in England is essential to winning the war.

In view of the discussion in Ottawa yesterday it should be reasonably clear to the British government that Canada is not clamoring for a shower of titles. Far too many have been sent this way in recent years.

We have been told so often of the imminence of famine in Germany and especially Austria, that fresh rumors are to be taken with a grain of salt.

COMPULSORY RATIONING.

Chairman Thompson of the Canada Food Board says that by July 1, if present expectations are realized, Canada will have shipped to the Allies this year forty per cent more wheat and flour than the average total of annual shipments for the last three years. Of the 1917 wheat crop, sixty-two per cent more than the average of the last three years has already been sent. Shipments of pork have increased by 122,000,000 pounds, of beef by 72,000,000, of cheese by 30,000,000, of butter by 12,000,000 and of eggs by 15,000,000 dozen.

It is clear from these figures that the regulations of the Food Board have been bearing fruit. It is also clear, however, that the people have not been using substitute foods to anything like the extent they should use them. That is because the food regulations have not got down into the homes of the people as they have into the hotels and restaurants. The matter of general rationing presents difficulties which the Food Board has been reluctant to encounter; and the people have merely been asked to do their share as much as possible. It is certainly a patriotic duty, though not recognized as such by the majority of people. It is necessary that much more be done than has thus far been accomplished. It is up to all the people to do their share. It should not be necessary to have compulsory rationing, but if some men are compelled to go to France it would not be out of place to compel those at home to provide food as a contribution towards winning the war. There are so many substitutes, especially in summer, that no serious hardship would be entailed. Let us hope voluntary rationing will solve the problem. If it fails, there is no alternative but compulsion.

The reports of a German-Italian plot to raise a rebellion in Ireland when the German armies had reached the Channel ports, and so distract the attention of the British authorities, if true, must be capable of proof. It is alleged evidence has been secured both in Ireland and the United States. It should be given to the public as soon as possible. If the Sinn Féiners have plotted with Germany they deserve no sympathy whatever. If they have not, they are greatly misrepresented. Doubtless fuller information will be given in a few days, as it is explained that the net is still out to gather in more of the alleged conspirators. No one doubts for a moment that Germany stands to her utmost, both in Ireland and America, to foment rebellion in the former country, but it is hard to believe that any Irishman would be mad enough to fall into such a trap to serve the ends of the Hun.

In two months a thousand German airplanes have been destroyed or driven down out of control on the British front. In the last three days fifty-nine, with three captive balloons, were brought down. Most of the air fighting is now over ground held by the Germans, a sure evidence of Allied superiority. And supremacy in the air is of the greatest value in the land fighting. The bombing of German airdromes and railway stations must also have a demoralizing effect upon the enemy. With the speeding up of American airplane construction the coming summer and fall should see a still more marked supremacy by Allied airmen along the entire front.

Halifax, which has had a board of control, is to have a plebiscite in October on the question of its form of government. The bill that has passed the legislature calls for three questions to be submitted to the people—abolition of the board of government by commission, or the restoration of the former system of mayor and aldermen. The board of control system has nowhere proved a success. There is always friction that regards business.

Particulars of further atrocities committed upon British prisoners in Germany reveal once more the hideous character of the enemy we are fighting. Germany is responsible for a revival of barbarism such as the world has not seen since the days of Attila. The English "swine" will not forget these barbarities when the day of reckoning comes.

It would not be surprising if the manufacture of light wines and beers should be prohibited in the United States. There is strong opposition in the house, but a vote taken yesterday shows there is also very strong support for such a measure.

Mr. Wilmot, M. P., is confident the nations for the dry dock and the two steel ships will be signed within a few days, and that the harbor commission matter is making substantial progress.

Australia is not disposed to rush into any hurried scheme of imperial federation. The like is true of Canada. We are very well as we are for the present.

The proclamation of martial law in Bohemia shows that Austria is facing serious trouble in that quarter.

If von Hindenburg were really dead the news could not easily be concealed. The rumor is probably not true.

LIGHTER VEIN

Her Son's Regiment.

The pianist in the hotel parlor was requested to play Mozart's Twelfth Mass. "Why, that," said a lady with aplomb, "is my son's regiment."—Christian Register.

Couldn't Well Do It.

A solicitous visitor to a soldier in a cantonment: "Do you kneel down beside your bed and seek guidance in your new life?" "I do not." "And may I ask why not?" "You may; I occupy the top bunk."—The Summary.

More Figure of Speech.

"Sir, I came to ask you to give me your daughter's hand." "All right, young man; if you're looking for it, you can generally find it in my pocket."—Baltimore American.

Conditional Surrender.

"I'm willing to pay this young woman the money she demands," said the millionaire defendant in a breach of promise suit, "but only on one condition."

"What is that?" asked the plaintiff's lawyer.

"I want her to promise that when she gets the \$100,000 she won't turn right around and marry some fellow who claims he was her childhood sweetheart and has waited for her faithfully all these years."—Birmingham Age-Herald.

His Point of View.

"How's everybody at your house?" inquired the friend.

"Oh, she's all right," the newly wedded one beamed in reply.—Milestones.

An Easier Way.

Reference at a dinner was made to the proverbial weariness of the hobo, when this story was fittingly related by Senator William S. Borah of Idaho:

One afternoon a tramp meekly knocked on the back door of a city home and asked the servant girl who appeared for a bite of bread.

"If I give you something to eat," said the servant girl, with a critical glance at the tattered party before her, "will you clean the gutter in front of the house?"

"I would be more than willing to make that small return for your kindness," answered the hobo with a hopeful look.

"Oh, she's all right," the newly wedded one beamed in reply.—Milestones.

A verdict for \$1,000 damages was awarded to Emile Beauvais at Newcastle for the seduction of his daughter by Joseph Richardson, a wealthy man.

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Ladies' Finest White Sea Island Duck Laced Boots, Low Shoes and Pumps in the low heel, military heel, Cuban heel and half Louis heel.

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PUMPS, \$1.75, \$1.95, \$2.50, \$2.75, \$3.00, \$3.50, \$4.50 up to \$7.00.

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"A friend advised me to send for Cuticura Soap and Ointment. I noticed a change, and I used three cans of Cuticura Soap and four boxes of Ointment when he was healed." (Signed) Louis Frank, 146 City Hall Ave., Montreal, Que., February 2, 1918.

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WAR POETRY

To the Editor of The Times:—

Sir:—Considerable poetry has already appeared in connection with the terrible world war, now in the opinion of many approaching a climax certainly a crisis. Much of said poetry is of high character and will live in the literature of our now happily re-united Anglo-American race. Most of the war poetry so far has been in brief poems, but the one I designate the "Holy Alliance" will inspire worthy if not equal successors to those who chronicled the valiant heroes of Troy and Agincourt, or other "big wars" that made ambition virtue.

The unselfish poem by Kipling which appeared in the London Times at the beginning of the war and which has since been copied so frequently all over the English speaking world, entitled "For All We Have and Are," at once commanded attention and in trumpet tones gave warning of the Hun being at the gates. How grandly and with almost prophetic instinct he, the greatest living master of our English tongue, predicted the terrible nature of the struggle, and how impressively he outlined the "perils and dangers" we would have to confront, and the need for "fortitude of will and soul."

It seemed a far-fetched cry when in one verse of pure crisp English that I feel is worthy of being quoted in full the gifted author predicted the sacrifices we would have to face and which have not only ensued in England, but are now being participated in throughout the United States and Canada.

Comfort, content, delight. They're shivered in a night. Only ourselves remain. Only ourselves remain. To face the naked days. In silent fortitude, through perils and dimays, Renewed and re-renewed.

Added pathos is attached to the last verse by the "supreme sacrifice" made by Kipling's only son, who "went over the top" and out "across No Man's Land," about a year ago and nothing further has been heard of him. He was severely wounded and was of rather slight physique, but evidently he had the spirit of a lion—Leon or a "Captain Courageous."

The Kaiser is reported to have sneered at the killing of his son, "Tipperary," sung by Tommy Atkins on the surprising backward march from Mons to Ypres. Of course it did not please him.

Yours truly, BEAUCHAMP.

Schiller, the German poet's famous tribute to our Mother, England, commemorating the defeat of the Spanish Armada in A. D. 1588.

She comes, she comes, Iberia's proud Armada, The waves beneath the heavy burden sigh. Laden with bigotry and chains, the invader Changed with a thousand thunders now draws nigh. And as she sweeps along in stately motion With trembling awe is filled the startled ocean.

Each ship a floating citadel Affrighted Neptune bears her on his breast. Men call her "The Invincible!" Really should the boast that haughty name? The fear she spreads allows her claim!

With silent and majestic step advancing Affrighted Neptune bears her on his breast. From every port-hole fierce destruction glancing. She comes, and lo! the tempest sinks to rest. And now at length the proud fleet sinks before thee, Thrice happy Island, Mistress of the Sea, Mighty Britanna, danger horrors o'er thee, Those countless galleons threaten slavery.

Woe to thy freedom-murder'd nation You cloud is big with desolation! Alarms and terror fill this earthly hall The hearts of all free men are beating madly. And e'er thy virtuous soul is waiting sadly The hour when thy great name is doom'd to fall.

How came that priceless gem in thy possession Which raised thee high above each other state?

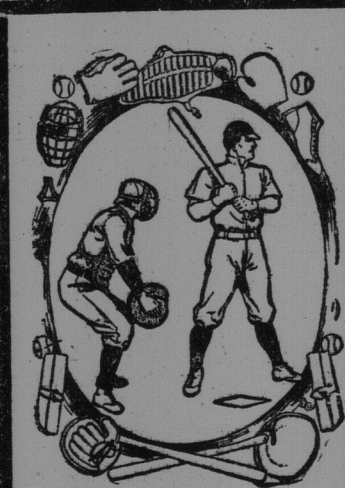
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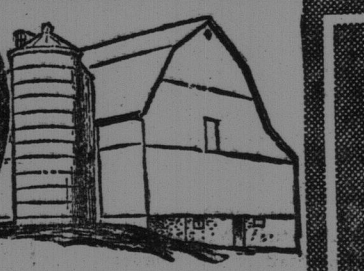
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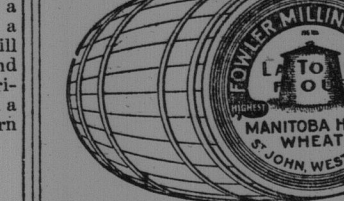
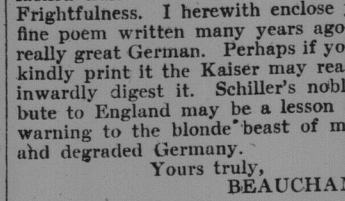
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Thyself it was, who, struggling 'gainst oppression Earn'd for thy sons that statute wise and great.

The Magna Charta—neath whose sheltering wings Monarchs but subjects are, and subjects Kings! To rule the waves thy ships have proved their right. Defeating each proud foe in ocean-fight. All this thou ow'st—ye nations, blush to hear it!

To thy good sword alone, and dauntless spirit! Alarms and terror fill this earthly hall The hearts of all free men are beating madly. And e'er thy virtuous soul is waiting sadly The hour when thy great name is doom'd to fall.

God the Almighty look'd down from His throne And saw thy foe's proud "Lion-Banner" flying. And saw the yawning grave before the lying. What! He exclaim'd shall my lov'd Albion And all her race of heroes, now so free Pine in the galling bonds of slavery? Shall she, whose name with dread all tyrants hear Be swept for ever from this hemisphere?

"Never," he cried, "shall Freedom! That bulwark of all human rights, be shattered! God Almighty blew And to the winds of Heaven the fleet was scattered."

The British women of Shanghai have sent £1,000 to the Veterans' Association towards the fund for establishing a national memorial for soldiers and sailors.