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THE EVENING TIMES AND STAR, ST. JOHN N. B. SATURDAY, MAY 5, 1917

Wooden Ships to Defy Submarines

Build Them Faster Than They Can Be Sunk

What They Will Be Like

Old Idea in Marine Construction Revived to Meet Crisis—Idea Evolved By Amateurs

Once upon a Time there was a Frog. And it fell into a Hole. And it wanted to get out. So it jumped a foot, and it fell back two feet. And the next day it jumped a foot. And it fell back two feet. And it kept it up. And if ever it got out of the hole, it came out in China. This, in the opinion of the New York Times, is the plight of Germany in carrying on her submarine campaign, for it believes that when the United States gets busy with its shipbuilding scheme more ships will be built than Germany can sink, and therefore as a result of German campaign the Allied ships will actually multiply instead of decreasing. This cheerful view, taken with Lloyd George's assertion that if Great Britain adheres to her present plans the submarine menace is beaten, and Lord Bessborough's prediction that the admiralty has devised a brilliant plan for defeating the U-boats which in his judgment will succeed, should forbid us taking too gloomy a view of the outlook.

Wooden Walls Again.
The American plan is to build a thousand small wooden ships and send them across the Atlantic with food and other supplies for the Allies. This must be done. President Wilson asserts, "submarines or no submarines." The wooden ship idea, the Times says, was not the idea of a naval expert. Indeed, it was at first derided by naval architects, who thought that in this age of steel a wooden ship was as much an anachronism as a muzzle-loading musket. The trouble is, however, that steel is not now available in sufficient quantities for emergency purposes. Steel vessels, moreover, would cost twice as much as wooden vessels, and steel workers are needed for other work. Wood, on the other hand, can be had in almost unlimited quantities. The thousand ships will require about a billion feet of lumber. Last year the American production of lumber was 40,000,000 feet. New timber on the Pacific coast can be cut and by a simple process put into the ships almost immediately and give almost as good results as well-seasoned wood.

Amateur Discoverers.
Huntington Clark, of New York, and F. A. Eastis, of Boston, were the authors of the wooden ship idea. Never having heard of each other, they came to practically the same conclusion at practically the same time. After Mr. Clark had worked out the problem he went to the J. P. Morgan firm and laid it before some of the partners. They advised him to hasten to Washington with it. Here he learned that an almost identical scheme had been presented a day or two before. Under the supervision of the Shipping Board the two young men, who were mining engineers, got together and swiftly developed the scheme which is to frustrate the shark-like plans of the U-boats.

The New Idea.
The craft they have decided on will be a steam vessel 200 feet over all, forty-five feet beam and twenty-six feet depth. Each vessel will have a cargo capacity of 2,500 tons, and will draw twelve feet. The power will be from old-fashioned water-tube boilers, using oil, and with a special device for concealing sails spread in a much greater distance than boats not thus equipped.

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In ordinary circumstances the wooden vessels will have a bare enough time in breaking through the blockade of submarines, without sails to assist the submarine to find them.

A Hurry-Up Order.
The American ships will carry in addition to their ordinary crew a couple of gun crews, and they will mount fore and

all guns suitable for the destruction of submarines. They will thus be just as formidable as steel ships, for a wooden ship is not less likely to go to the bottom than a metal ship when hit by a torpedo. It is calculated that some of them, perhaps many of them, will be sunk. They are supposed to be submarine-proof, but it is believed that 1,000 of them can be built in a year, the first fleet being ready to carry this year's crop as soon as it is ready to market. Although the American marine has languished for years, it is said that there are sufficient shipyards on the Atlantic coast to carry out the programme of 1,000 boats a year. Old shipwrights will be used as a nucleus of the gangs that are even now at work on the wooden ships, and the longer it is necessary to make them the more numerous will become the expert staffs, and the faster will it be possible to turn out the ships.

LIFE INSURANCE IN CANADA LAST YEAR

Ottawa, May 3.—Life insurance business written in Canada last year amounted to \$231,146,125, as compared with \$221,119,566 in the year previous, according to the abstract of the insurance report tabled in the house today. Payments for death claims amounted to \$18,888,978, as compared with \$18,421,455 in 1916. Claims due to the death of soldiers at the front and other persons engaged in war service paid by companies operating under Dominion licenses last year totalled \$4,560,988, making the total from the beginning of war until the end of 1916 \$6,818,288. In addition Canadian companies incurred claims under policies held by British and foreign policyholders to the amount of \$324,935, and companies and fraternal societies operating under provincial licenses paid since the beginning of the war \$852,989.

PRINCE ALEXANDER TO WED

Princess Henry of Battenburg's Son to Marry Lady Irene Denison

London, May 5.—The engagement of Prince Alexander, son of Princess Henry of Battenburg, and Lady Irene Denison, only daughter of the Earl of Londesborough, is announced.

Lady Irene was born in 1866. Her two brothers were Viscount Raincliffe and Lieutenant Hugo Denison of the First Life Guards, who was wounded in 1914 in the war. Lord Londesborough's estates are Londesborough Park, Market Weighton, Yorks and Blankney Hall, Lincoln, and his residences are Londesborough Lodge, Scarborough, Yorkshire and Laidon House, 7 Ches terfield Gardens, West London.

The first Baron Londesborough was the second son of the Marquis of Conyngham, whose wife was Elizabeth Denison, and through her, her son inherited the great property of his uncle, William Joseph Denison, Denbigh, M.P. for Surrey and by royal license assumed the surname and arms of Denison, and was elevated to the peerage in 1850. Lady Irene's mother was the Lady Grace Fane, eldest daughter of the twelfth Earl of Westmorland.

Prince Alexander's mother was the fifth and youngest child of Queen Victoria, the Princess Beatrice. He is a brother of the Queen of Spain.

In cooking many kinds of food the taste will be improved by first subjecting the article to be cooked to high temperature for a short time, and then to a lower one for one or two hours. In such cases the "fireless cookers" are a convenience.



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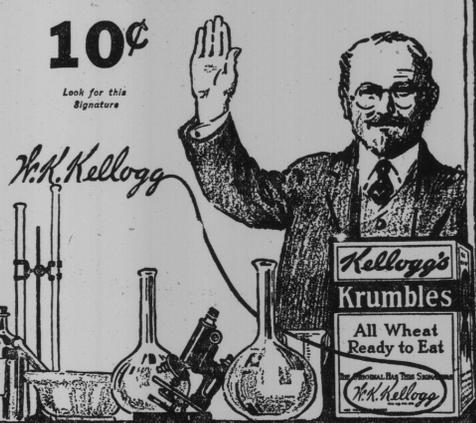
In a recent lecture, Dr. Harvey W. Wiley, the noted chemist and food expert, said:

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TORONTO, CANADA

Y. M. C. A. SERVE COFFEE IN VIMY SHELL HOLE

Excellent Work of Organization During Week of Big Battle—Thanks of Officers

London, May 5.—Capt. Fred J. Smith, of the Y.M.C.A., an officer from Toronto, who has returned from the front, tells of the fine work done by the association during the week of the battle of Vimy.

The position had scarcely been consolidated before the red triangle representatives had established a station on Hill No. 145, and started in serving hot drinks, cigarettes and chocolate. One Y.M.C.A. officer, who helped to clear a space for the wounded, had noted the need for hot drinks, and thereupon established a stall in a shell hole in the battered trenches. For several days a continuous stream of wounded used these stalls day and night, as well as the stretcher-bearers, and with the latter were included many prisoners, who were served. In one badly shelled village there was a queue established where men had to wait two hours to get a turn for a hot drink. These were messengers from men in the trenches. Throughout five days, these refreshments were distributed gratuitously, though the men were so anxious to get helped that they offered good prices.

The association has received a letter of thanks from one brigadier commending them on their promptitude, and promising to recommend one of the offi-

cers of the association for the Military Cross because of the work he had done. The association is doing much work in promoting athletics at the front. Last week they had a fatigue party at work filling in sixty shell holes in order to provide a baseball ground.

Captain Smith asserts that the amount spent in this respect in France will exceed what the American or National Leagues in the United States will disburse this year.

RHEIMS RUIN WORSE

Cardinal Luçon Says Cathedral Walls Are in Danger of Falling

Paris, May 5.—Cardinal Luçon, describing the present condition of Rheims Cathedral in a letter to a friend, says:

"The outside apse is completely destroyed, three flying buttresses are broken, numerous pinnacles are smashed off or thrown down, the main body of the edifice in greater part knocked down, the walls have received injuries which threaten their stability, and the towers are seriously damaged. The roof and rafters have collapsed in five places, the south transept and chancel are in ruins, and the baptismal fonts are crushed, while the high altar is buried beneath the fallen debris."

It is the image of the devastation of desolation. The angle where the south transept joins the apse is so badly damaged that a single shell striking above or at the side would bring down the whole, and with it the blind arcade."

Peel the old potatoes right after breakfast and let them soak until time to boil for dinner if you want them at their best.

"No matter how regular the Features—Beauty is dependent on the Complexion"

So said the Great Napoleon. He could have gone much further and said that a woman cannot be even attractive without a Good Complexion. Why are so many women careless, in this respect, when the remedy is so simple? SEEI-Y'S DOUBLE CREAMS not only preserve a good complexion, but they provide a Good Complexion where it is lacking.

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