

BRITISH ISLES SHEATHED IN METAL GUARDING AGAINST GERMAN PIRATES

After having spent eight months in England, and taking advantage of every opportunity to study the operations of the British navy, Mr. J. Herbert Duckworth is able to produce in the New York sun one of the most interesting articles that has appeared on this subject. He says: "Fenced in with barbed wire, her coasts deeply furrowed with trenches, protected seaward by fields of deadly mines and watched by ever active patrols of destroyers and seaplanes—the eyes of the battleships that lurk in their bases ready to pounce upon the enemy—England's geographical position is something to be envied by the other warring nations. She is protected by something far more efficacious—the great natural moat of the North Sea.

Isles Sheathed in Metal
"And are supports nature." The British Isles are sheathed in metal. The island kingdom is buried under a shield of almost impenetrable armor. London, the heart of the Empire, is embedded in a "Ring of Steel." Heavy guns from her forts from Aberdeen in the north to Harwich in the south crown toward Germany, more guns at Dover, Folkestone, the Isle of Wight, Portsmouth, Portland, Plymouth and Falmouth guard the English Channel; fortress artillery at Point Carnore in Ireland and Holyhead in Wales stand guard at the southern entrance to the Irish Sea, while other heavy pieces at Ballycastle in Ireland and Wigton in Scotland perform a similar service at the northern doorway. Marconi stations are dotted in prodigious profusion around the two islands; behind impassable rows of barbed wire at every conceivable possible landing place of an invader troops are stationed ready to be whisked to the point of attack; small patrol boats search half forgotten covers on bleak and lonely parts of the west coast of Ireland and of the Highlands of Scotland for secret German submarine bases; seaplanes, submarines and destroyers—the Grand Fleets auxiliaries—keep incessantly circling the Kingdom on the lookouts for enemy sea and aircraft.

Fleet Costs \$2,500,000 a Day
"Naturally, when I first reached England I wanted to know what had become of the navy that Premier Asquith has said costs \$2,500,000 a day to keep afloat. I was told that it was 'lost somewhere in the grey mists of the North Sea,' and that it was not strung out in a huge semi-circle in front of Heligoland waiting to be sent to the bottom by untersee boats. By piecing together such trifles as Admiralty warnings and instructions to pilots posted at naval bases, watching fractions of the fleet at such places as Dover, Sheerness, Portsmouth and Harwich—in short, by keeping one's eyes open it was possible to build up a shadowy outline of the general scheme that costs, incidentally, \$10,000,000 a day, by which England has succeeded in completing her isolation warding off invasion cutting off Germany from the outside world.

"I have seen at the Hendon and Brooklands aerodromes officers of the Naval Air Service and of the Royal Flying Corps—the pilots of an air fleet, it is now known on the authority of Under-Secretary of State for War Tennant, numbering 7,000 aircraft. I have watched these airmen at war games, practising at attacking Zeppelins and preparing for the promised grand aerial raid on Krupp's and other vital spots in the enemy's territory. At present England has 16,000 men at work turning out aeroplanes. In addition American constructors are working day and night rigging machines for Great Britain. Up to June 30 the United States had shipped 250 aeroplanes, valued at \$2,000,000, to England. There are now standing orders for sixty machines a week until the end of the war.

Guarded Passageways.
Except for her submarines, the German fleet is effectively bottled. It is believed to be absolutely impossible for an enemy vessel to run the gauntlet through the Straits of Dover owing to the immense mine fields that choke that 18-mile-wide channel and the 16-inch guns that dominate the situation from Dover to Calais.

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"EVERYTHING AGAINST HIM."
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THE NICKEL—RECOGNIZED HOME OF WORTH-WHILE ATTRACTIONS—THE NICKEL.

FOILED GERMAN PLOT TO TIE UP AMERICAN DOCKS

Leaders of Longshoremen, Gomer Says, Were Asked to Stop Munitions Exports.

\$1,000,000 FUND OFFERED.

Boston Irishman Accused as Agent in Scheme, Involving Atlantic and Pacific Ports.

Washington, Sept. 18. — Samuel Gompers to-night confirmed statements made in The New York World to-day that an effort was made by pro-German agents last Spring to bring about a strike of the 23,000 longshoremen at Atlantic coast ports which should last five or six weeks and prevent the exportation of munitions of war to the Allies. More than \$1,000,000, it is asserted, was to be paid to insure the success of the plot.

Mr. Gompers' confirmation, which was in the form of a statement to the newspapers, called attention to the fact that in letters last June to Ernest Bohm of the New York Central Federated Union he intimated that agents of foreign governments had tried to corrupt labor leaders to cause strikes among longshoremen.

The head of the National Federation of Labor also said that if the time when Matthew F. Cummings, a Boston grocer, accused of having sought to enlist in the Plot T. V. O'Connor, President of the Longshoremen's Union, were compared with the dates of letters from Mr. Gompers, which were made public, "some reason may be found for his (Cummings) getting under cover."

"Replying to the question as to the expose, published in this morning's New York World, regarding the efforts of the agents of foreign Governments to corrupt leaders of labor, for the purpose of inaugurating strikes among the longshoremen, it may be interesting to call attention to the fact that in my letter to Ernest Bohm, Secretary of the New York Central Federated Union, of June 16, I intimated that subject and then in response to his query in my letter to him of July 28, I said:

"Authentic information has come to me that efforts have been made to corrupt men for the purpose of having strikes inaugurated among seamen and longshoremen engaged in handling of American products and manning ships containing American products consigned by agents of a foreign Government, and that I had no doubt that the same agencies and influences were at work elsewhere with the same purpose in view:

In that same letter I said:

"That the effort has been made to corrupt some of our men for such a purpose (strike), is true, but that the strikes have been inaugurated is untrue, and it is untrue because the men who have given time and service to the workers of our country have interposed in time.

"The facts as disclosed in The World's exposure, I have known for a considerable time. If you compare the time when Mr. Cummins ceased his importunities with President O'Connor of the Longshoremen, and the dates of my letters which were made public, some reason may be found for his getting under cover.

"When the time shall arrive and further disclosures are necessary, the people will learn with astonishment what has already taken place, and the obligations which all owe to the representatives of labor and what great temptations they have been honest and patriotic enough to resist in the efforts to maintain first, a strict neutrality in the present European war, and also to insist that the American labor movement shall be conducted by the rank and file of that movement of our country, free from corrupting and contaminating influences of representatives of foreign nations."

The individual whose life between two fat women in a crowded car knows what it is to have greatness thrust upon him.

Oh, How They Grow

Another one starting to school this year,
Another one ready to leave us, we fear;
Another one waiting and wanting to go
Out to the wide world—oh, how they grow.

Yesterday's babies that cuddled so small
Up to our bosoms—and now they are tall,
Young men and young women, with dreams of a beau;
Another one starting—oh, how they grow!

Once these wee fingers were twined in my own,
Once in the breezes her gold locks were blown;
Now she is smiling at childhood as though
It was all nonsense—oh, how they grow!

Another one starting with joy in her looks
Out to the struggle with lessons and books,
Out to the glamour of life and its glow,
Out to young womanhood—oh, how they grow!

Ever the season when school's to be begin
Another one ready, with whistle and grin,
To take up the venture all have to know,
While all we can answer is—oh, how they grow!

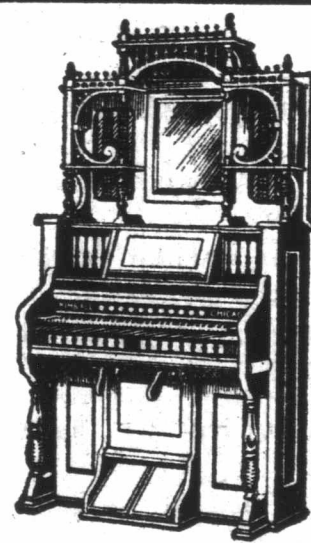
—The Bentztown Baird.

Stops Newspaper "Coding"

London, Sept. 17.—The Daily Mail says:

"Those who are addressing copies of newspapers to friend in neutral countries, whether on the Continent or in America, are now finding that the Post Office is refusing to forward them. No newspaper or magazine sent by an individual is allowed to leave the country to such addresses. There is, however, one way left open by the authorities who will allow newspapers to go through the mails if despatched from the offices of publishers or their agents.

"The idea, underlying the Post Office prohibition, is to prevent an individual newspaper being marked or coded so as to give information to the enemy."



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