

# WOOLWICH IN WAR TIME A TONIC FOR THE PESSIMIST

### Visit to Famous Arsenal Disperses Fears Regarding Purposeful Energy England is Throwing Into the Work of Forging Material for Her Salvation

By J. M. Tuohy,  
(Correspondent of the "New York  
World.")

The following article, which in an extended form has appeared in the "New York World," is the first description of Woolwich in war time which has been published.

"Munitions, more munitions, and still more munitions" has been the urgent demand of the British and Allied Armies in the field. To meet that demand, to systematize the munitions industry of these islands, to enlarge it in every possible direction so as to meet all the vast requirements of the military situation of the Allies, the Ministry of Munitions was created two months ago by the British Parliament with Mr. Lloyd George at its head. The work already accomplished in adapting the industrial forces of this country to the vital purposes of this special requirement represents the greatest and most interesting example of improvised industrial organization that has ever been attempted or achieved. To the London Correspondent of the "New York World" has been accorded by the Ministry of Munitions the privilege of being the first newspaper representative to visit and examine the work that has been done throughout the country. The facilities given your Correspondent have been quite unrestricted. The difficulty is to convey an adequate impression of what is being done, for Great Britain's effort is bewildering in its complexity and its immensity. No other impetus but the conviction that the lives, liberties and future of the British Empire are at stake could have rendered such an effort possible. The production of munitions of all kinds at present is stupendous; it is developing almost at the rate of mathematical progression. England has not been suppressing her own great wants alone. She is also manufacturing practically all kinds of munitions, from shells to boots, for her Allies, and in largest measure for Russia. She is, in fact, and will continue to be, the arsenal of all the Allies.

#### A Tonic for the Pessimists.

A plan of the Arsenal unveiled before your Correspondent by the Director, Mr. Vincent L. Haven, in which the new buildings, erected since the war began are colored red, showed that in that period its stores and work shops have already been increased by close on 50 per cent. The number of men employed there has also grown over 400 per cent, and when further extensions now rapidly approaching completion have been finished the personnel of the Arsenal will have increased by quite 700 per cent. For every new workshop erected consequential provision must be made for all the other departments affected by the additional output—for all the stages of the manufacture, as well as stores, magazines, and the handling of the explosives in the "danger section." Formerly the buildings were dotted about with considerable intervening unoccupied sections. Now every possible vacant space in the hands of builders, so that, together with the actual work of munitions production, cohorts of laborers, bricklayers, carpenters, machine fitters are toiling incessantly. In one great uncompleted workshop the first range of new machines were grinding out shells while another part of the building was being roofed. They realize here that time is not only money, but victory. Hustle, steady, determined, and heartened, was in sight everywhere. When it is borne in mind that complaint was recently made in the House of Commons, and left practically unanswered, that the resources of Woolwich Arsenal were not being utilized to their full extent, the calculated reticence of the military authorities can be appreciated, even if its policy is debatable. A

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Major Luck displayed a particular interest in the 15-pounder shell, fondling one here and there in his hands with almost paternal affection. These are the shells most freely and effectively used by the British Artillery, and are consequently stored out in the largest number at the Arsenal. Shells of all sizes and varieties are being manufactured, and we saw them in every stage from the steel ingot being heated and sparkling from the forge, the bore being made in the red-hot mass by hydraulic punches, its rough circumference being polished under the lathe, the indispensable copper cap being fitted to the rifling of the gun being pressed on, the ends tapered, and, after various other operations, the body filled with shrapnel and appropriate explosive, the fuse fitted, the completed shell sent off for inspection, and finally being tenderly packed in boxes for immediate transport to its destination—whether in Flanders, Gallipoli, the Persian Gulf, the Balkans, or some other region in the ever-extending theatre of the World War.

The consumption of rifle ammunition in the war has, of course, been fabulous. The reserves have not only been kept up, but at the present rate of production increased to almost incalculable dimensions. Woolwich is contributing a gigantic and weekly growing quota to this output. Fortunately, small arm ammunition can be fashioned entirely by machinery.

We passed through a vista of buildings where mammoth naval guns were being forged, miles upon miles of hardened steel ribbon or wire wound at high tension round and round their inner tubes to give them the required resisting power; where dread-looking stunted howitzers of all sizes, a vastly useful destructive weapon, lap in long rows in all stages of completion; through masses of yellow painted shell-cases of all bore up to the towering 15 in. monsters such as are eaten up by the up-to-date Gunne Elizabeth; we encountered trains of completed field artillery mounted ready for the fray, with their attendant ammunition wagons; long rows of the newest type of field kitchens; occasionally a batch of powerful motor-wagons passed on the way to have guns mounted; then, again, we were held up while trainloads of shells crossed our route, or other trainloads of picric acid and suchlike agreeable compounds arrived; then, again, we watched great guns, on their massive "sleds" going to or coming from the proving "bays"; we glanced into the Royal Carriage Works where gun carriages were being made

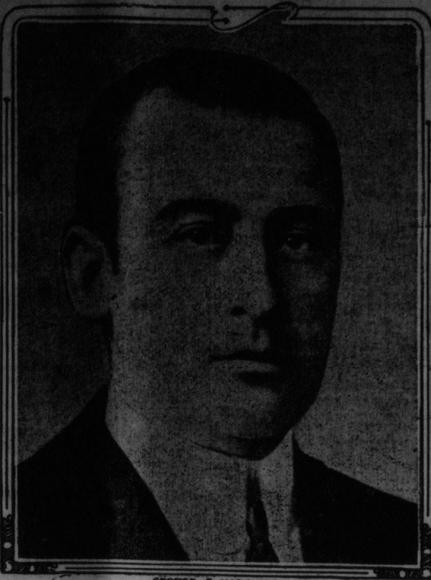
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### RE-ELECTED SENATOR, KEEPS AT WORK AS CHAUFFEUR



Mr. George E. Marchand, of Lowell, Mass., who takes his seat in the upper branch of the Massachusetts State Legislature in January, is still at work as a chauffeur. In eight years that he has been in political life he has maintained all of his friendships in two particular phases of life, the one as a chauffeur and the other as a legislator. State dinners have been given in his honor, and the chauffeur has appeared as one of the principal speakers after having brought some of his friends to the gathering in his automobile.

side by side with others that had come back from the front to be repaired. The Danger Section. But the most eerie sensation that Woolwich affords is a visit to the "Danger Section," where the explosives are prepared and the shells are filled. As a matter of cold fact, with modern precautions accidents are extremely rare, but the feeling that a negligent workman may at any moment have you blown to atoms gives such a visit a certain spice of the adventurous. Until the war began all the shell-filling of the country was done at Woolwich, but now there are shell-filling plants in many other munitions centres, while at the Arsenal itself the filling facilities are being multiplied to keep pace with the shell output.

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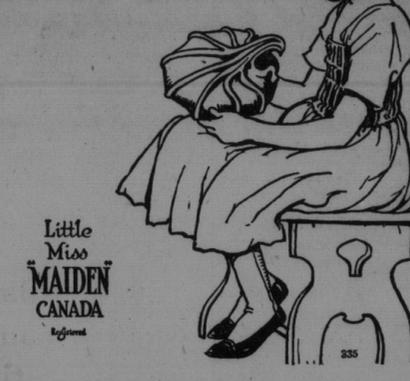
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