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The Flavour Lasts!

BRITISH SUBMARINE WITH 12-IN. GUN

Admiralty Gives Out Some News About the Under-water Cruisers.

London, Jan. 15.—The admiralty yesterday permitted to be made public the real story of the submarine cruisers which the British successfully constructed at the time the Germans were boasting of their submarines.

The British craft have two funnels and make twenty-four knots an hour on the surface under steam power. They carry from eight to ten torpedo tubes, two or three four-inch guns and also are equipped with internal combustion motors for surface cruising. The batteries for the under-water power can be charged from both the steam and combustion engines, and an ingenious scheme has been devised for quickly dismantling the funnels for the purpose of submerging.

The vessels displace 2,000 tons on the surface and 2,700 tons submerged. They are 340 feet long, have a beam of twenty-six feet and a cruising radius of 3,000 miles. They are designed to be even a match for torpedo boat destroyers in surface fighting.

It is also known that the British have successfully built a submarine carrying a twelve-inch gun, although the details of this craft have not been made public. The craft was built with the idea of making it possible to fire this gun, the new ideas embraced in the construction including the "cushioning" of the boat to withstand the terrific concussion of the gun. The idea is represented unofficially as having been successful. So far as is known the new craft was never employed against any vessel.

Knew the Symptoms.
"Madam," announced the new maid, "your husband is lying unconscious in the reception hall, with a large box beside him and crushing a paper in his hand."

"Ah!" cried madam, in ecstasy, "my new hat has come!"

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U-Boat Assassins Dead,

But History Remembers

Their Infamous Records

AMONG those names which must survive the war and remain forever as a part of its history and character, four may be selected from that list of 150 German submarine commanders killed or captured by our naval forces which was recently made public. To them, says the London Daily Telegraph, is insured such an immortality as perhaps a German naval officer may desire. First in that category comes the man who placed upon submarine warfare its crown of supreme achievement, who fixed forever its character and repute by the torpedoing of the Lusitania. He was Captain-Lieutenant Schwieger, commanding U-20, and later U-88. He had entered the navy in 1903, and reached, therefore, the summit of his career, the greatest murder the world has known, before he was 35; it was only in November last year that a mine in the North Sea put an end to his memories and to his purposes.

It now appears that his supreme deed was not of his own initiative; he was selected by the German Admiralty—that is to say, of the German Government. According to the evidence which is available, his success appalled him rather than otherwise; the world's outcry of horror was audible even in Berlin, and upon his return there he showed himself little—possibly by order of his superiors. Even his reward was stealthily conferred; it took the form of the Order of the House of Hohenzollern, the Kaiser's personal decoration.



KAPITAN-LIEUT. SCHWIEGER.

U-20 finished obscurely; she straggled in a fog on the Danish coast in November, 1916, and was blown up by her own crew. A year later Schwieger, now in command of U-88, was groping submerged through a minefield in company with another U-boat. The crew of the second submarine suddenly heard an explosion and felt the blast of it in their own vessel. They tried with their special signaling devices to get into communication with U-88, but failed, and she never returned to her base.

The officer who sank the Belgian prince on July 31, 1917, collected her crew on the deck of his submarine and then submerged. He was Captain-Lieutenant Paul Wagemann, commanding U-44. He was a little older than Schwieger, having entered the service in 1900; the quality of his work and his successes had been recognized by the Order of the Red Eagle (Roter Adler) and the Hohenzollern Order in Schwieger; but a swift retribution was at hand. While returning from the very cruise during which he sank the Belgian prince he encountered a ship which could fight back. A British destroyer, saw him on the surface, headed for him at top speed, and meanwhile opened fire with every gun that would bear. The submarine was obviously hit at once, for she failed to submerge in time, and the destroyer succeeded in ramming.

It was claimed in Germany for Captain-Lieutenant Rudolf Schneider, of U-87, that he sank his Majesty's ship Formidable and destroyed altogether 150,000 tons of merchant shipping; the claims do not specify the number of defenceless lives that were destroyed with the tonnage. One of the vessels sunk was the steamship Arabe. Although at this time, Germany had not arrogated to herself the right to sink all vessels at sight, the Arabe was torpedoed and sunk without any warning. There were some 400 souls on board at the time, but, thanks to the admirable discipline which prevailed, only about one-third of this number was lost. In October of 1917 Schneider was washed off-board from the decks of his craft and drowned, and upon her next cruise the submarine met a British patrol boat in the Irish Sea and was destroyed. It was Christmas Day, she saw her enemy in time and submerged to escape. The patrol boat, one of those anti-submarine ships, went to work according to the rules of this new warfare. The great depth charges were let go over and around the spot where U-87 had vanished; their terrific explosions, transmitting themselves multifold through the incompressible medium of the water, tore her delicate electric mechanism to pieces and forced her to the surface. The gun above was waiting, but there was little need for them, for the patrol boat bore down on her at racing speed, rammed her amidships with a stem like an axe and cut her in half. She sank.

pushing oil and air; no survivors came to the surface.

The officer who torpedoed the Sussex in March of 1916 was Oberleutnant zur See Herbert Pauskuchen, commanding UB-20. He was younger than the others mentioned above, having entered the navy only in 1908, but he had had time, in his brief service, to earn for himself the Iron Cross of the First Class and the Order of the House of Hohenzollern of the Third Class. He afterward was given command of UB-55 and was lost to his country in June, 1917, when a trawler sighted the jumping wires of a partially submerged submarine which was proceeding at four or five knots. The trawler immediately headed for the submarine, which disappeared below the surface of the water. A depth bomb was dropped and found its mark, for a series of heavy explosions followed, one in particular causing an upheaval three times the height of the others. In the meanwhile other trawlers had joined in the fray and had dropped depth bomb charges. Then there was a great silence; not a sound was heard by the eager listeners on the trawlers, but a mass of oil on the surface bore witness to the fact that the submarine had met her doom that she richly deserved.

These are but four in that long list of names that shall endure unforgettably as long as the war is remembered. To them there has yet to be added that other list, the names of the submarine commanders—such as he who sank the hospital ship Llandovery Castle and murdered the Canadian nurses, and the men in the boat—who are yet living. For all of them the fame they sought is secure.

MORALE

Explanation Given of the Anxious Word.

Toward the close of the war a new word began to come to the front in all discussions of the struggle. The word was "morale." The term is discussed by William Ernest Hocking in the Atlantic Monthly. Pointing out that "it is seldom physical force that decides a long war," he says: "Perhaps the simplest way of explaining the meaning of morale is to say that what 'condition' is to the athlete's body, morale is to the mind. Force is condition; good morale is good condition of the inner man: it is the state of will in which you can do most from the machinery, deliver blows with the greatest effect, take blows with the least depression, and hold out for the longest time. It is both fighting power and staying power, and strength to resist the mental infections which fear, discouragement and fatigue bring with them—such as eagerness for any kind of peace if only it gives momentary relief, or the irritability that sees large defects in one's own side until they seem more important than the need of defeating the enemy. And it is the perpetual ability to come back."

"From this it follows that good morale is not the same as good spirits or enthusiasm. It is anything but the cheerful optimism of early morning, or the tendency to be jubilant at every victory. It has nothing in common with the emotionalism dwelt on by psychologists of the 'crowd.' It is hardly to be discovered in the early stages of war. Its most searching test is found in the question, How does war-weariness affect you?"

No one going from America to Europe in the last year could fail to notice the wide difference between the minds of nations long at war and that of a nation just entering. Over there, "crowd-psychology" had spent itself. There was little flag waving; the common purveyors of music were not everywhere playing (or allowed to play) the national airs. If, in some Parisian cinema, the "Marseillaise" was given, nobody stood or sang. The reports of atrocities roused little visible anger or even talk; they were taken for granted. In short, the simpler emotions had been worn out, or rather, had resolved themselves into clear connections between knowledge and action. The people had found the mental gain that can be held indefinitely. Even a great advance finds them on their guard against too much joy. As the news from the second victory of the Marne begins to come in, we find this despatch:

"Paris refrains from exultation." "And in the trenches the same is true in even greater degree. All the bravado and illusion of war are gone, also all the nervous revelation; and in their places a grimly reliable reserve of energy held in instant, almost mechanical readiness to do what is necessary. The hazards which it is useless to speculate about, the miseries, delays, tediousness, casualties, have lost their exclamation value and have fallen into the sullen routine of the day's work. Here it is that morale begins to show in its more vital dimensions. Here the substantial differences between man and man, and between side and side, begin to appear as they can never appear in training camp."

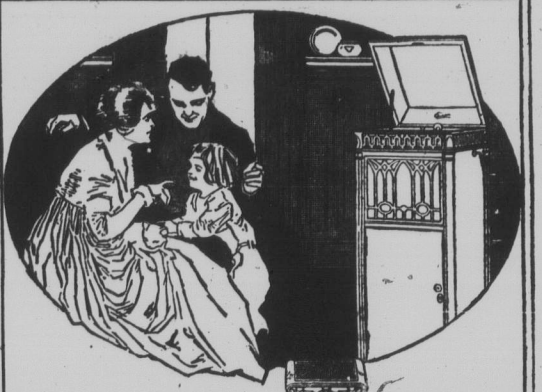
A House That Sings.

Among the many strange buildings in India one of the most curious is a house which actually sings. Except for its extraordinary exterior decorations, it is, to all appearances, no different from other buildings in the neighborhood, but as the wind sweeps round its niches and caves a very curious singing noise is emitted, which can be heard for some distance down the street.

For a long time the music remained a mystery, but at last an engineer solved the puzzle. He discovered that the sound was caused by the material with which the house was built—a porous rock stone, and the wind, blowing through the little holes, was the cause of the music. The building is known as the Palace of the Winds, and is situated at Jaipur.

Mentioned a Fresh-Bulter.

According to a British scientist, weight for weight, mutton is as valuable a flesh-building food as beef or mutton.



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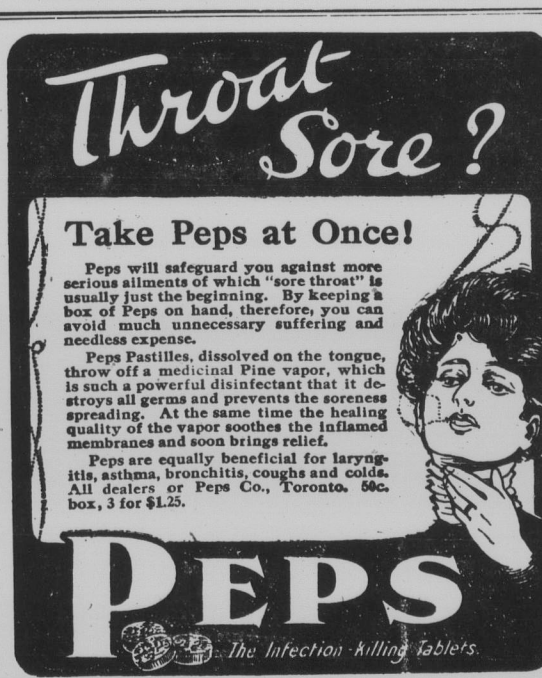
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Peps are equally beneficial for laryngitis, asthma, bronchitis, coughs and colds. Get a box of Peps Co., Toronto. 50c. box, 3 for \$1.25.

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Sir George McL. Brown.

THE appointment of Sir George McL. Brown as Knight Commander of the Order of the British Empire is the result of the very fine services rendered by the European Manager of the C.P.R. to the British Government, for whom he acted as Assistant Director of Transport during the last three years of the war. "Sir George," as he is popularly known, both in Canada and the Old Country, is the son of Adam Brown of Hamilton, Ontario, and was born in 1865. In 1887 he was appointed agent of the Canadian Pacific Railway at Vancouver, promoted five years later to Assistant General Passenger Agent, Western Division, and subsequently became in turn Executive Agent, Superintendent of Hotels and Dining and Sleeping Car Dept., and General Passenger Agent, C.P.R. Atlantic Steamship Lines. In 1908 he was appointed General European Traffic Agent, and in 1910 General European Manager, with head office at 625 Charing Cross, London, S.W.

Col. George McL. Brown, says a friend writing in the "Montreal Gazette," is one of those rare men whose friendships are equal to the number of their acquaintances. To all in that wide circle the announcement of the new honor which has been conferred upon him comes as pleasant and very welcome news. It is a recognition of qualities and services which they all know him to possess and to have rendered. The reputation which he has earned in Canada, not alone in the railway world, has been enhanced in proportion to his larger opportunities as European Manager of the Canadian Pacific Railway in London, and the value of his service in the organization and direction of freight transportation during the war can hardly be overestimated. It was as successful as it was arduous, and although given with no other thought than that of duty, was none the less deserving of recognition.

It was but one, if the chief of his war activities, which were in fact as varied as were the demands upon his help and counsel. In all this McL. Brown has been true in both impulse and action to the stock of which he comes. Similar impulses, finding similar expression, having turned to place and circumstance, have characterized the long and honorable career of Adam Brown, his father, now and for many years postmaster at Hamilton. Active and successful in commercial life, a planner in railway development, and one of the fathers of the National Policy, Adam Brown at sixty-six is still young in spirit, giving largely of his time and substance in philanthropy, and to the support of war relief organizations. As is the father, so is the son, strong in his understanding and, with a characteristic, kindly gentleness.

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