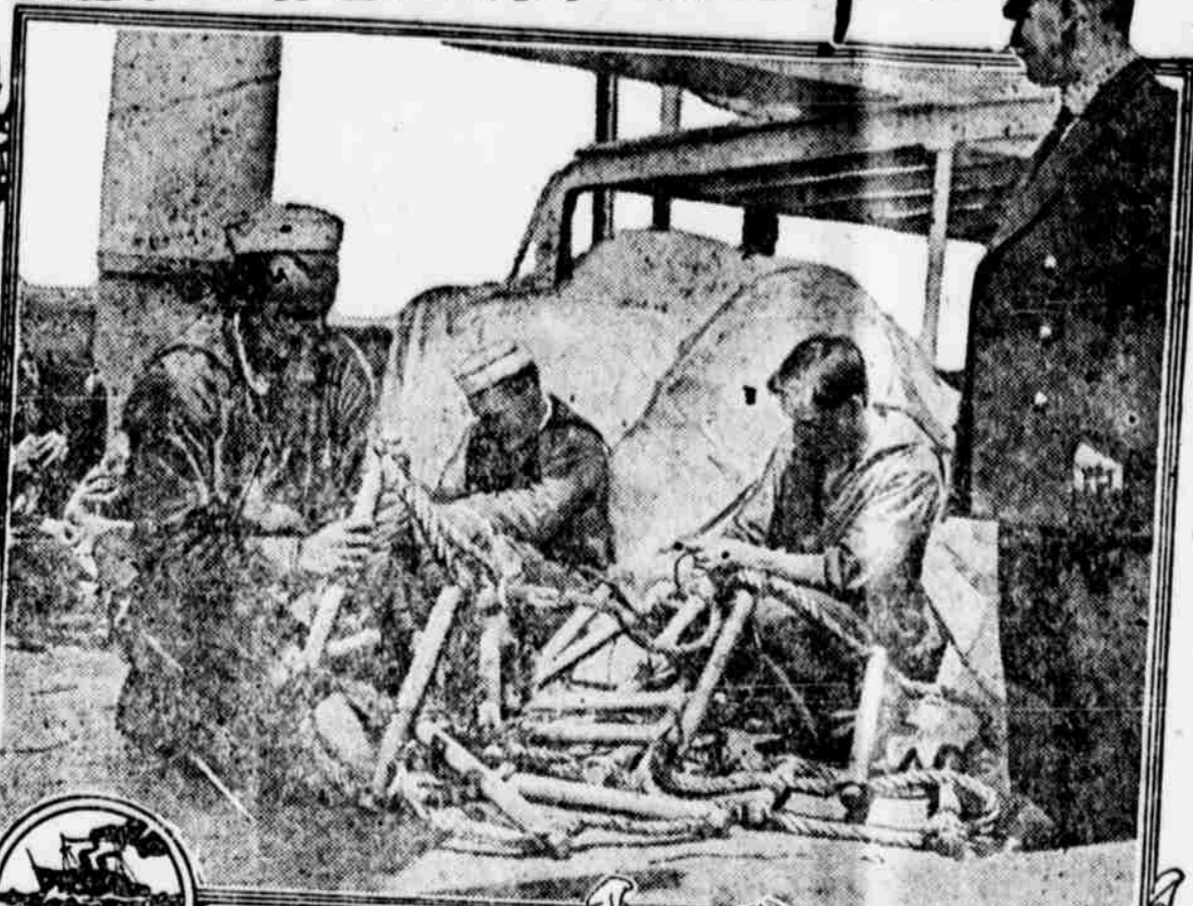


American Crews for American Ships



APPRENTICES ARE UNDER DIRECTION OF COMPETENT OFFICERS



APPRENTICES ON U.S. TRAINING SHIP LEARNING TO MAKE ROPE LADDER



LEAVING TRAINING SHIP FOR SERVICE AT SEA

United States Shipping Board Is Training Thousands of Recruits for the Merchant Marine

AMERICAN crews for American merchant ships. This is the slogan of the United States shipping board, which has in hand the great task of creating an adequate personnel for our new merchant marine.

In years past, whenever the subject of creating a merchant marine in proportion to the country's commercial importance came up, the question was raised: "How are we going to get men for American ships?"

Young Americans had got out of the way of seagoing. The country did not think in terms of ships. Foreign seamen chiefly manned what vessels we had. Our shipyards could not compete with foreign yards.

The war has changed all that. The change has been little short of magical. The United States of America now leads the world in shipbuilding. It will soon lead the world with its seagoing citizens. Thousands of young Americans are turning to the sea every month. The old era of the square-riggers, to which friends of the American merchant marine fondly refer, is rapidly being dwarfed by what is taking place in our merchant marine today.

As an example of the extraordinary change going on in the matter of crews, may be cited a phenomenal jump in September recruiting for the merchant marine reported by the United States shipping board from Washington, in the following bulletin:

An increase of 491 per cent in a month, in the number of recruits for the merchant marine signed on the United States shipping board, was reported by the board. The figures covering four weeks ending September 12, are as follows: Week ending August 22, 913 men; August 29, 1,779; September 5, 2,697; September 12, 4,484. The figures for the latter week exceed by 491 men the number the board had announced as an expected maximum for the month of September. The men are accepted for training as sailors, firemen, coal passers, cooks and stewards, and will be put aboard training ships at Boston, New York, Norfolk, New Orleans, San Francisco, Seattle and Cleveland.

Every little while one hears somebody ask, "What is this merchant marine we hear so much about?"

Nobody need feel ashamed if he does not readily visualize this new commercial maritime force of the country. The nation for many years past has been building up such an admirable navy that many people confuse the merchant marine with the navy, thinking that all ships are under naval control.

The merchant marine is quite distinct from the navy. It is, indeed, a navy in itself—a commercial navy—of vessels engaged in business voyages. The United States shipping board has charge of it, and it is run as a national business organization, much the same as the nation's great railroads are run by the railroad administration.

The shipping board consists of five members, men of high training in business affairs, appointed from various parts of the country. Its chairman is Edward N. Hurley of Chicago. Its headquarters are in a business building in Washington.

Control is exercised by this board over every merchant ship of more than 2,500 tons sailing under the American flag. The vast shipbuilding program of the country—resulting in "the bridge of ships to Europe," which enables us to send millions of men to the fighting front and sustain them there—is in the hands of the shipping board. The shipbuilding is done by the Emergency Fleet corporation, operated by the board, and directed by Charles M. Schwab, a master mind in the steel world and known from coast to coast as a business genius of the first order.

The merchant marine today is American to the core.

American daring and seagoing ability are taking our merchant ships safely across the seas and back again with shuttlelike regularity.

All this is being done by volunteers, who take up the work because they recognize the greatness of the opportunity to help their country in a new epoch of expansion.

The mariner in the merchant marine is not an enlisted man. A scratch of the sea is all that binds him to his job; yet he is as firmly fixed in it as if he were there by the operation of the selective service law.

Every man working for the new merchant marine knows that his is not merely a war job, important though his work may be as part of his country's mighty stroke for freedom. The job will last after the return of peace. It becomes, therefore, doubly important.

Ship manning on a much greater scale than that of the present will begin when the war ends, for at that time many merchant ships temporarily

used for transport purposes will be turned back to their original uses as commerce carriers, and will call for merchant crews.

The work of manning the merchant marine with all-American crews thus becomes one of the greatest of the government's present activities.

It is being carried out entirely by the United States shipping board through its own recruiting service. This service has national headquarters at Boston—a famous old seaport and a natural center for American sailors—and has training stations also at New York, Norfolk, New Orleans, San Francisco, Seattle and Cleveland. It maintains a fleet of 12 training ships and is training 6,000 men a month.

The system of securing recruits for this service—they are not enlisted, but sign a contract to serve for the duration of the war, with the privilege of serving as much longer as they like—is exceedingly simple.

Observing the effectiveness of establishing branch post offices in drug stores, the shipping board applied the idea to recruiting and established its recruiting stations in each store of a well-known chain throughout the country. There are 6,854 of these stores, and in each the proprietor or head clerk is sworn in as a "dollar-a-year man" to work for the United States shipping board as a special enrolling agent of the merchant marine.

These enrolling agents began their work last spring. They got to going strong in August of this year, as the figures already quoted indicate.

The men whom they sign are sent to seaports for training, the government reimbursing them for their railroad fare.

The young men entering the merchant marine through the shipping board's training service become the special charges and wards of the shipping board for the duration of the war.

Their welfare is looked after from the moment they enter the service. They are placed on board big training vessels, where they are put into uniform—a special uniform, differing from that used in the navy—and are given a scientific course of training in the rating for which they "sign on."

Some are trained as sailors, others as firemen, others as cooks or bakers or stewards. For the cooks and bakers special schools are maintained aboard ship, there being one at Boston and another at New York.

Firemen are given a special school course also, on the character of coal, combustion, care of boilers and the like. The shipping board maintains a large school for firemen at Chicago and another at Boston.

Water-tenders and oilers—the assistants to the engineers on a ship—are also given special school training before being taken to sea, at a Chicago school of engineering.

When the young men thus trained—and some are quite young, as the minimum age limit is eighteen—have finished their special courses they are sent to sea on merchant ships, in proportion of four to each six able seamen carried.

Afloat or ashore they are responsible always to the shipping board, and every time they return to an American port they report their whereabouts to the recruiting service headquarters.

In this manner Uncle Sam keeps a paternal eye on the young men making their first voyages. He knows them, and knows that he can trust them. They are part of a big family of young American sailors of the best sort—Americans whose loyalty is beyond question, and whose bravery and devotion give the lie every day and every hour of the day to cruel slanders that have been circulated since the war began against the character of American merchant crews.

The young American merchantman faces grave dangers from the lurking submarine without a tremor. The submarine pilot has acted only as a stimulus to merchant marine recruiting. These facts make the shipping board hopeful for the future of the merchant marine personnel. It is expected that a large percentage of these wartime sailors will remain in the merchant marine after the return of peace. The inducements for them to do so are many and practical. There is great opportunity for rapid promotion, and the pay is the best in any maritime service in the world.

An able seaman today gets \$75 a month and his board. During wartime he receives a bonus of 50 per cent on his wages on voyages into the war-zone waters of Europe. His life is insured without cost to him to the extent of twice his yearly earnings.

His future is assured if he sticks—and the shipping board believes he will stick. It is estimated that not less than 200,000 officers and men will be wanted to man the merchant marine after the war, and it is expected that every man accepted will be an American citizen.

The shipping board is training officers as well as crews for the new merchant marine. It has 32 technical schools, in navigation and engineering, where experienced men receive free instruction fitting them for officers' licenses.

From June, 1917, when these schools were started, to September, 1918, more than 10,000 students were admitted to them. Every student was an American citizen, fitted to enter by two years at sea, or, in the case of engineers, equivalent technical experience.

Graduates of these schools are on the bridges of American merchant ships today in all of the seven seas, and the present classes of the school contain more than 1,200 students.

Washington Was Wise

There is something of poetic justice in the fact that one of the first of the old sluices to be rehabilitated was the Chesapeake and Ohio, the building of which was pushed by General George Washington, who was the first president of the construction company which called it into being. The Father of His Country was so convinced that the future prosperity of the nation had much to do with water transportation by canal that he obtained a leave of absence while he was still commander of the Revolutionary army that he might start the survey for the waterway with which he hoped to connect the waters of the Chesapeake bay with the unsalted Ohio. The project was never realized, even in part, until long after his death, but to this day the canal is a carrier of trade between Cumberland, Md., and Georgetown, in the District of Columbia. It derives its water partly from the Potomac, and if deepened would be of much importance to the national capital. It has for years been under railroad control. The government has now placed additional boats upon it and the lock crews are working night and day. The channel is becoming as busy as it was in Civil war days, when 800 boats, ten times the number which it had when the federal authorities took charge, were in constant operation.—Walter Harrington in the American Review of Reviews.

KING, QUEEN OR JACK.

A rookie at Camp Zachary Taylor had been transferred to one of the headquarters companies to fill the vacancy left by an orderly who was sick at the base hospital. He was sitting at the desk when the captain entered.

"Good morning, general," was the greeting offered by the recruit after executing a salute that resembled a one-armed woman pitching hay.

"I'm no general," the captain replied.

"Good morning, colonel," was the next salutation.

"I'm no colonel, I am a captain," answered the officer as he gave the rookie the Julius Caesar type of stare.

"Scuse me, sir, but I knowed that you was one of the face cards in the deck," chirped the innocent one.

HOW TO USE VICK'S VAPORUB IN TREATING SPANISH INFLUENZA

The Influenza Germs Attack the Lining of the Air Passages. When VapoRub Is Applied Over Throat and Chest, the Medicated Vapors Loosen the Phlegm, Open the Air Passages and Stimulate the Mucous Membrane to Throw Off the Germs.

In Addition, VapoRub is Absorbed Through and Stimulates the Skin, Attracting the Blood to the Surface and Thus Aids in Reducing the Congestion Within.

CALL A PHYSICIAN — GO TO BED — STAY QUIET — DONT WORRY

There is No Occasion for Panic—Influenza itself Has a Very Low Percentage of Fatalities. Not Over One Death Out of Every Four Hundred Cases According to the N. C. Board of Health. The Chief Danger Lies in Complications Arising, Principally in a Run-Down Condition—Those Who Don't Go to Bed Soon Enough, or Those Who Get Up Too Early.

Spanish Influenza, which appeared in Spain in May, has all the appearance of grip or influenza, which has swept over the world in numerous epidemics as far back as history runs. Hippocrates refers to an epidemic in 412 B. C. which is regarded by many to have been influenza. Every century has had its attacks. Beginning with 1831, this country has had five epidemics, the last in 1889-1890.

THE SYMPTOMS. Grippe, or influenza, as it is now called, usually begins with a chill, followed by aching, feverishness and sometimes nausea and dizziness, and a general feeling of weakness and depression. The temperature is from 100 to 104, and the fever usually lasts from three to five days. The germs attack the mucous membrane, or lining of the air passages—nose, throat and bronchial tubes; there is usually a hard cough, especially bad at night, and frequently all the appearances of a severe head cold.

THE TREATMENT. Go to bed at the first symptoms, not only for your own sake, but to avoid spreading the disease to others—take a purgative, eat plenty of nourishing food, remain perfectly quiet and don't worry. Quinine, aspirin or Dover's Powder, etc., may be administered by the physician's directions to relieve the aching. But there is no cure or

specific for influenza—the disease must run its course. Nature herself will throw off the attack if only you keep up your strength. The chief danger lies in the complications which may arise. Influenza so weakens the bodily resistance that there is danger of pneumonia or bronchitis developing and sometimes inflammation of the middle ear, or heart affections. For these reasons, it is very important that the patient remain in bed until his strength returns—stay in bed at least two days or more after the fever has left you, or if you are over 50 or not strong, stay in bed four days or more according to the severity of the attack.

EXTERNAL APPLICATIONS. In order to stimulate the lining of the air passages to throw off the grippe germs, to aid in loosening the phlegm and keeping the air passages open, thus making the breathing easier, Vick's VapoRub will be found effective. Hot, wet towels should be applied over the throat, chest and back between the shoulder blades to open the pores. Then Vick's should be rubbed in over the parts until the skin is red, spread on thickly and cover with two thicknesses of hot flannel cloths. Leave the clothing loose around the neck, as the heat of the body liberates the ingredients in the form of vapors. These vapors, inhaled with each breath, carry the medication directly to the parts affected. At the same time VapoRub is absorbed through and stimulates the skin attracting the blood to the surface and thus aids in relieving the congestion within.

HOW TO AVOID THE DISEASE. Evidence seems to prove that this is a germ disease, spread principally by human contact, chiefly through coughing, sneezing or spitting. It avoids persons having colds—which means avoiding crowded places, common drinking cups, roller towels, etc. Keep up your bodily strength by plenty of exercise in the open air and good food.

KEEP FREE FROM COLDS. Above all keep free from colds, as colds irritate the lining of the air passages and render them much better breeding places for the germs.

Use Vick's VapoRub at the very first sign of a cold. For a head cold, melt a little in a spoon and inhale the vapors, or better still, use VapoRub in a benzoin steam kettle. If this is not available, use an ordinary tea-kettle. Fill half-full of boiling water, put in half a teaspoon of VapoRub from time to time—keep it a kettle just slowly boiling—inhale the steam arising. Vick's VapoRub can be had in three sizes—30c, 60c, \$1.20—at all druggists.

One Dose of the Guaranteed Blackleg Vaccine

Made by Dr. O. M. Franklin, the originator, IS GUARANTEED TO PROTECT A CALF FOR LIFE AGAINST BLACKLEG. It has stood the test for over four years on over a million calves and our users have every confidence in it. WE BACK THAT CONFIDENCE with a WRITTEN GUARANTEE if you wish, and charge you fifty cents per dose. Or will send you the SAME VACCINE FOR forty cents per dose without the Guarantee. We make ONE QUALITY OF VACCINE ONLY. Syringe for injecting, \$2.50. Write us about it. Branch Office at Alliance, Neb. THE KANSAS BLACKLEG SERUM CO. DENVER, COLO. 600 Live Stock Exchange Bldg.

Woman's Odd Need. "What did you want to go into that store for?" asked Mr. Gabb. "For curiosity," replied Mrs. Gabb. "Curiosity!" exclaimed Mr. Gabb. "I thought a woman never ran out of that."—London Answers.

Don't Worry About Pimples. On rising and retiring gently smear the face with Cuticura Ointment. Wash off the Ointment in five minutes with Cuticura Soap and hot water. For free samples address, "Cuticura, Dept. K, Boston." At druggists and by mail. Soap 25, Ointment 25 and 50.—Adv.

All Right, in That Event. "Should one kiss a young man good-night?" "If you can't get rid of him any other way I consider it permissible."

Smile, smile, beautiful clear white clothes. Red Cross Ball Blue, American made, therefore best. All grocers. Adv.

I have conquered adversity, but it remains to be seen whether I can conquer prosperity.—Holden.

Fools who keep their mouths shut may pass for wise men. Cleveland pupils this year cultivated 9,000 school war gardens.

An Ominous Outlook. "Brace up, young man!" encouraged the dentist. "It will be out and all over in a minute." "Yes," solemnly replied little Clarence Callipers, who was in the chair, "but one day with the Lord is as a thousand years and a thousand years as one day."—Kansas City Star.

Important to Mothers. Examine carefully every bottle of CASTORIA, that famous old remedy for infants and children, and see that it bears the Signature of *Dr. J. C. Watson*. In Use for Over 30 Years. Children Cry for Fletcher's Castoria.

Tact. Hostess (tearfully)—How do you like your pie, James? James—A-l-little b-b-bigger, ma'am.

After a man runs into debt he either walks out or stays in.

ASTHMADOR GUARANTEED TO INSTANTLY RELIEVE ASTHMA OR MONEY REFUNDED—ASK ANY DRUGGIST

Acid-Stomach Makes Millions Weak and Miserable

For years dentists have been telling us that it's acid mouth that ruins the teeth, yet this acid that is powerful enough to eat through the hardest than some enamel of the teeth and decay them, is tasteless. Its presence can be detected only by chemical tests. No chemical test is needed to tell you that you have acid stomach. Indigestion, belching, heartburn, sour stomach, food-repeating, that miserable puffed up feeling after eating, intestinal pain, headaches, etc. These are all Nature's warning to you. They are sure signs of superacidity. Acid-stomach prevents proper digestion and assimilation, thus causing the blood to become thin and impoverished as a result of which people become pale, emaciated, sick and bed-ridden. Acid-stomach causes stomach and intestinal fermentation, producing poisons and toxins which, absorbed into the blood and carried throughout the system, cause auto-intoxication, insomnia, nervousness, irritability, neuralgia, depression, melancholia, dizziness, vertigo and deafness, valvular heart trouble and heart failure. Acid-stomach causes irritation all along the intestinal tract—irritation so severe and aggravating as to frequently result in catarrh and even cancer of the stomach. What chance, then, has anyone for robust health, happiness or success if this acid-stomach is allowed to tear down and use up day after day your strength and vitality? It is possible to liberally wipe out the excess acid. This remedy is called **SAFONIC**. It is made in pleasant tasting tablets and you take them just like a bit of candy. And, my, how good **SAFONIC** makes you feel! It breaks up the stomach and corrects the stomach. Make you feel strong and strong. Make you feel full strength out of your food so that, in turn, your body and health are vigorous, alert and keen. **SAFONIC** is absolutely guaranteed, to get a big box from your druggist. If it does not help you your money will be refunded. If your druggist does not keep **SAFONIC**, write for name and address of the National Remedy Company, 1014 E. Wabash Ave., Chicago, Ill., and they will at once mail you a big box and you can send them the money for it after you receive it.