

# HOW SUBS WERE FOILED IS TOLD

**Camouflage and Big Convoys Used to Make Our Shipping Safe.**

**DETAILS ARE MADE PUBLIC**

**Official of United States Shipping Board Describes Convoy's Activity From Time It Left New York.**

New York.—With the need of secrecy ended by the cessation of fighting "on land, on sea and in the air" the methods used to baffle the Hun submarines have been revealed by officers of the United States shipping board. They made public the details of convoy management and the proper camouflaging of grouped ships to make their destruction by undersea craft difficult.

One of the officers begins his description of a convoy's activity from the time it left the port of New York. "Once we were out in the stream," he says, "we headed down the channel for the lightship, beyond which our convoy and escorts were waiting for us. All were slowly under way when we reached them. The ships of different columns took their places, and after a few minutes' confusion, and lively work on the signal halyards the other ships of the convoy got into place.

"Guarded above by dirigibles, hydroplanes and anchored balloons, and on the surface by a fleet of patrol boats as well as our ocean escort, we proceeded, and America soon dropped below the western horizon. At sunset we were well out to sea.

**Back to Primitive Methods.**  
"As in the army we have turned back to medieval helmets and armor, so on the water we have turned to medieval naval tactics; but instead of convoys of Spanish galleons and frigates of the seventeenth century from the new world to the old, our convoys were American transports and destroyers.

"Even the old sailmaker aboard our ship, who had been on the ocean ever since he shipped as cabin boy on board a down East blue noser 50 years ago, admitted the convoy game was a new one on him, and hung over the rail watching our many war-colored neighbors.

"It is not hard to see why the convoy system was effective. Take the case of a convoy of 25 ships (72 is the largest number I've heard of in one convoy; our mate told me of being caught in a 72-ship convoy in a sailing ship in the Bay of Biscay). When these ships went in convoy instead of there being 25 different units scattered all over the 'zone' for the U-boats to find, there was only one. That is, the Hun had only one chance of meeting a ship where he had 25 before. And if he did meet the convoy he found

it usually with a naval escort, whose sole business was sinking submarines. He found, too, 25 lookouts on watch for him, 25 sets of guns ready for him, where there were but one each before. If the Hun showed himself to a convoy and its escort, the odds were that he was due for a quick trip to the bottom.

"The usual convoy formation was in columns in a rough square. This was the most compact, and the inside ships were practically immune from attack. The escorts circled the convoy, if necessary, and the outside ships concentrated their fire on any submarine that appeared.

"Convoys were made up at different speeds, and even the rustiest old tramps were provided for in a six-knot class.

"In spite of this, some captains' imagination always tacked a couple of knots to their ship's speed. There seemed to be a nautical version of 'Home, Sweet Home'—'he it ever so humble, there's no ship like mine,' and vessels making nine knots on Broadway make a bare seven off Fire Island. "It was remarkable what a snappy

escort commander could do with his charges. After a day or two together he had them maneuvering in position like a second grand fleet; zigzagging 'dark' through a black night, not a ray of light showing anywhere if they were in the danger zone or a tin fish was reported near.

**Color Schemes Are Bizarre.**  
"The war brought no stranger spectacle than that of a convoy of steamships plowing along through the middle of the ocean streaked and bespotted indiscriminately with every color of the rainbow in a way more bizarre than the wildest dreams of a sailor's first night ashore.

"The effect of good camouflage was remarkable. I have often looked at a fellow ship in the convoy on our quarter on exactly the same courses we were, but on account of her camouflage she appeared to be making right for us on a course at least forty-five degrees different from the one she was actually steering.

"The deception was remarkable even under such conditions as these, and of course a U-boat, with its hasty limited observation, was much more likely to be fooled.

"Each nation seemed to have a characteristic type of camouflage, and after a little practice you could usually spot a ship's nationality by her style of camouflage long before you could make out her ensign."

# CANADA REBORN AS WAR RESULT

**Dominion Proud of Its Record in Battle, Finance and Industry.**

**KEEN TO RENEW PROGRESS**

**Discovers Not Merely Gallantry of Her Soldiers, But Brains, Capacity and Efficiency of Her Whole People.**

Toronto.—It is a new Canada that emerges from the world war—a nation transformed from that which entered the conflict in 1914.

More than 50,000 of her sons lie in soldiers' graves in Europe. Three times that number have been more or less incapacitated by wounds. The cost of the war in money is estimated to be already \$1,100,000,000.

These are not light losses for a country of 8,000,000 people. Fortunately, there is also a credit side.

Canada has "found herself" in this war. She has discovered not merely the gallantry of her soldiers, but the brains and capacity and efficiency of her whole people. In every branch, in arms, in industry, in finance, she has had to measure her wits against the world, and in no case has Canada reason to be other than gratified.

Of the glory that is Canada's because of the gallantry and endurance and

brains of her boys at the front not the half has yet been told. "The most formidable fighting force in Europe" is not a phrase of empty words. Characteristic of all that has gone before is the fact that the last act before the curtain was rung down on the drama of war should be the capture of Mons by the Canadian corps. No Canadian, when he heard that it was reserved to Canadians to retrieve the great tragedy to the original British army in August, 1914, but felt his pulse jump and the red blood surge through his veins.

**Beat Fourth of Hun Army.**  
These boys who went from Canadian freedoms, who never heard the jangle of a sword previous to 1914, in the last four months have met the flower of the German army, vaunting warriors who had given their lifetime to preparation. Divisions totaling one-fourth of the entire German army were in this period met in succession and vanquished by four divisions from Canada.

Nor have the people at home been lagging behind the boys at the front in courage, resourcefulness and efficiency. The development of Canada's war industry is an industrial romance of front rank. American government officials can testify to the efficiency of the manufacturing plant Canada has built up in four short years. In department after department, where they found American industry failed them, they were able to turn to Canada. The full story may be revealed some day.

In finance, Canada before the war was always a borrower and expected to be so for many years to come. But for a year and a half Canada in finance has been "on her own." More than that, she has been furnishing large credits to other nations.

Having triumphed over the soul-testing crises of war, Canada faces an era of peace with more than confidence—with buoyancy.

A vast program of reconstruction and of development awaits. The country is eager to get at it and is impatient for the government to give the word. Public works of tremendous importance, since 1914, are awaiting labor soon to be available. Shipbuilding, railway equipment, steel production and many other industries will, under proper direction, go forward with a bound.

A Canadian commission under Lloyd Harris, fresh from Washington, is headed for Europe for the purpose of securing orders for Canadian industries for the reconstruction of Europe.

There is no room in Canada today for the pessimist. In four years Canada has trebled her agricultural production. In ten years one railway's earnings rose from \$40,000,000 to \$140,000,000. In 30 years Canada's savings banks deposits have increased from \$133,000,000 to \$1,733,000,000. Like figures could be quoted indefinitely.

ward and placed in the bed beside him. "She's a viz," announced Hefty to the ward, and the Red Cross lady found herself swamped with demands for seances. She sees only happiness and good fortune ahead and the convalescents, with a new interest in life, find the days go less slowly when something good awaits them just around the corner.

"They know it's good luck because 'The Red Cross lady says so—she saw it in the cards.'"

**MAKES "NIGHT OWLS" DIG FOR SMOKE FUND**

Seattle.—A number of the regular roomers in the hotel Virginia here have a habit of coming in after midnight. The landlady, Mrs. Clarke, now fines each one of her roomers who arrives after 12 midnight and turns the money into the "our boys in France tobacco fund."

# FOR BETTER ROADS

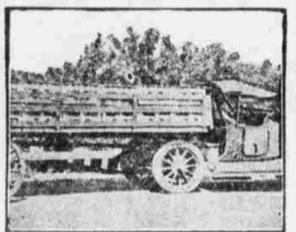
**HEAVY STRAIN ON HIGHWAYS**

**Roads That Stand Traffic in Normal Times Now Called Upon to Withstand Motortrucks.**

(Prepared by the United States Department of Agriculture.)

Apparently the point has been reached where the demands of traffic have exceeded the strength of the average road to meet them. Highways designed to withstand the pounding of ordinary loads, that have stood up under imposts they were intended to sustain, no longer appear to be adequate to meet the present-day conditions. Congestion on our railways, possibly more acute in some sections than in others, has put upon our roads a transportation burden never expected and consequently not provided for by the engineers who designed the highway systems of the states. Roads have been designed with the same care as given to other structures and with the same regard for the purposes for which they were constructed and the burdens they were called upon to bear. Widespread failure is demonstrative of the fact that roads cannot carry unlimited loading. Their capacity is limited. If it is exceeded habitually and constantly, then they cannot survive.

The products of our farms and of our factories must be moved. The wants of our urban dwellers must be met. But the needs of our country involved in this great conflict are paramount to the needs of single communities, and thus when avalanches of freight destined to fill the greater necessity made imperative the partial closing of our vast system of rail transportation to the smaller, the relief appeared to be in the motortruck and the highway. Single light units expanded



**Motortruck With Load of Farm Produce.**

into great fleets, then grew into heavier units that, in turn, developed into long trains. From horse-drawn vehicles with concentrated loads of probably three tons at most, traveling at the rate of four miles an hour, sprung almost overnight the heavy motortruck with a concentrated load of from eight to 12 tons, thundering along at a speed of 20 miles an hour. The result? The worn and broken threads that bind our communities together. The solution? That is the problem that confronts the men who will be called upon to meet the ever-growing demands upon our highways and to devise regulations fair to those who pay for their construction and to those who pay for their use.

**HAVE ROADS IN GOOD ORDER**

**Those Needing Surfacing Will Soon Pay for Themselves in Improved Marketing Conditions.**

It costs something to put roads in order, to surface those that need surfacing, but they will pay for themselves in increased land values and improved marketing conditions. The bad road's cost is never settled. It is like a shoddy piece of goods bought at a high price on installments and worn out before it is paid for, only to be replaced by another of the same sort on the same plan of payment. On a deal of this kind we never catch up with our losses.

**SURFACE ALONE APPRECIATED**

**Public Rarely Notices Drainage and Hidden Features That Tend to Conserve Roads.**

The public appreciates only repairs to the surface and rarely notices the drainage and hidden features that conserve a road. One heavy load of lumber hauled in wet weather will undo the work of weeks of faithful work on the part of the repair man.

**Plan for Dragging Roads.**

It is an easy matter to have an agreement so each farmer will drag the road in front of his farm. This would maintain the road till the regular hands could be called out at stated intervals or till the commissioner could make the necessary repairs.

**Winter Work for Horses.**

Work can be found for the horses in winter—work they can do on somewhat reduced rations. The owner can get his neighbors to join with him on some much-needed road repairing.

# HEARD and SEEN at the CAPITAL

**Punishment for Archcriminals of Great War**

WASHINGTON.—Americans should understand that in listening to the cry of the German people for food the allies have not the slightest intention of either forgetting or forgiving German crimes against civilization and humanity. On the contrary, there is every indication that the victors intend to make the criminals in Germany and other countries pay the penalty for these crimes. Even the Germans and Austrians appear to have turned against those who got them into the war. There is, however, this radical difference of viewpoint: The Germans and Austrians would punish the ex-kaiser and the ex-emperor as traitors; the allies would punish these former rulers and others as common criminals amenable to the criminal code. For instance, the ex-kaiser has been indicted for murder in England in connection with the sinking of the Lusitania.

As a result of investigations made in the region of Lille "precise charges have been made out against German officers guilty of having ordered or committed shocking crimes. It was in April of 1916 that the Germans seized in Lille, Roubaix and Turcoing 22,000 women, girls and men and drove them into slavery. Whether the German government is able or not to turn the criminals over to their French judges, sentence will be passed on the guilty and the victors will hunt them down.

France has a great score to settle, but Belgium's is even greater. To mention Liege, Louvain, Aerschot and Malines is to recall an appalling chronicle of frightfulness—some official, some individual.

The German brutalities toward allied prisoners, the starvation by the Turks of their British captives, must be avenged.

There should be a trial of the men guilty of that most colossal massacre of noncombatants committed in all the war—the almost complete extermination of the Armenian race by the Turks.

The man or set of men responsible for the murders committed by the German submarines must be punished. Some one high up is the real criminal, whether he be Von Tirpitz or Hohenzollern or some creature unidentified.

What the victors in this war have been fighting for is justice and order. These go together, putting aside false mercy and insane fury.

**Swivel-Chair Brigade Yearns for Civil Life**

WASHINGTON'S armchair army is anxious to quit the job now that the war has been so gallantly won. Uncle Joe Cannon once said of some of these officers that they were spurs to keep their feet from slipping off their desks. It is said no fewer than 1,800 officers in the ordnance department stationed in and around Washington have tendered their resignations since the signing of the armistice. A great many of these officers, expert in their line, gave up high-salaried positions to don the khaki when the war was the only thing in life worth considering and when the uniform carried with it the homage of a grateful people.

Now the men who make up the ordnance department are desirous of getting back into civil life as fast as they can go. But they are up against a snag. None of the resignations has been accepted and none will be until the construction plans have been thoroughly digested and until the need for the officers no longer exists.

In other words, no officer of the army is to be allowed to quit at this time just because he wants to. Most of the officers taken on the staffs here in Washington used every sort of "pull" to get their commissions, and now that they have them they are finding it not an easy matter to let them go.

There is no chance at this time for the blanket acceptance of resignations, especially among the young men who were in the first and second drafts and were commissioned without serving any time in the ranks.

Every mother or father who has made a request for the return of a son naturally regards it as a very small matter to grant their particular request. It is true the early return of one or two men would not disrupt the general scheme. But there are thousands of such requests already and likely to be thousands more, and the department feels it would be folly to begin the practice.

**To Make Public School Children Physically Fit**

WHILE the general staff of the army is working out a plan of universal military training for submission to the president as a part of the permanent army organization, Secretary of the Interior Lane is preparing to ask congress for legislation extending federal aid to the public schools throughout the country for the establishment of systems of physical education and training.

At the direction of Mr. Lane, Commissioner of Education Claxton has drafted a bill which provides for federal appropriations aggregating \$20,000,000 a year eventually for the support of the physical training courses for boys and girls, the government giving one dollar for every dollar appropriated by individual states for the work. The authors of the plan say that it is not a substitute for military training; with respect to boys, it is preliminary training. It is a program for producing physically fit men and women by physically educating boys and girls during the period of immaturity. The program stops at eighteen years of age.

It is not exclusively preparatory to military training. It is for both sexes. It is for the strong and the weak. It is for efficient living, not merely for one function of life.

**Who is Trying to Wipe Out Grape Juice Tax?**

WHO caused the elimination by the senate finance committee of grape juice from the list of soft drinks to be taxed 10 per cent in the pending revenue bill? Of course you guess it on William Jennings Bryan—the Bryan who lives in Lincoln, Neb., and used to be in Mr. Wilson's cabinet. He's strong for grape juice—and also frugal. But if it was Mr. Bryan, nobody can prove it on him.

Maybe your next guess is Secretary of the Navy Daniels. He's as strong for the unfermented as is W. J. B. But he's got an alibi, too.

This question has been the theme of much jocular speculation in the cloak rooms of congress. In the absence of visible evidence of the influence of Mr. Bryan or Secretary Daniels suspicion falls upon Senator Simmons, chairman of the committee, whose state, North Carolina, produces the Scruppernong grape, once famed for wine and now for the unfermented juice. The house specifically taxed grape juice. The senate finance committee first struck out the word "grape" and substituted "fruit and berry" before "juice."

That made the tax apply to apple cider, currant juice, loganberry and all the other fruit and berry juices, and it, of course, called out a protest from the farmers who make cider, loganberry, currant, blackberry and other unfermented beverages.

This was apparently what the committee anticipated, and in another revision it struck out "fruit and berry juices" and then wrote the same exception into the taxable soft drink list.

By the two revisions the committee exempted grape juice without doing it directly.

# AMUSEMENT FOR WOUNDED TOMMIES AT DEAL



These Tommies, who have done their part nobly in the victorious struggle against the Hun, are seen here showing great interest in the fine codling caught by Mrs. McHutchins, winner of the ladies' sea angling competition at Deal.

# SHE KEEPS 'EM HAPPY

**Red Cross Worker Tells Fortunes for Boys.**

**Relieves the Monotony for Wounded Yankee Soldiers in the Hospitals.**

By GERTRUDE ORR.

"You will receive a letter in a few days which will bring you good news . . . Um! Yes, and you are going to receive a present, from a lady—blonde, whom you are going to meet."

"Trust Hefty, there, to meet the blondes," drawled a lanky Southerner, and the group of interested soldiers clustered about the fortune teller shouted in chorus, "Oh, oui! He's there with the blondes!"

Hefty looked embarrassed, but pleased.

"Tell me some more!" he urged, and the fortune teller, consulting the cards,

read for the wounded soldier a coming day of good luck when muddy trenches, shivering nights under bombardment and aching strap, wounds would be forgotten except as a hale of hard work well done to crown the days of peace with content.

The gipsy, in her scarlet kerchief, has always piled her trade profitably. An American Red Cross worker, in a Paris hospital, has discovered that the scarlet kerchief is not a necessary requisite for drawing a clientele. She began telling fortunes one afternoon just to while away an hour for a boy who had begun to lose interest in getting well. He was restless and weary. For four months he had been lying in the same bed; other patients had come and gone.

"You're going to have an interesting adventure tomorrow," predicted the Red Cross lady, and the following day a pal with whom Hefty had trained in the States and whom he hadn't seen for six months, was carried into the