

TRANSPORT NORTHERN PACIFIC AGROUND



United States transport Northern Pacific as she lay off Fire Island, where she had run aground when returning loaded with troops, many of them wounded or sick.

"Navy men now call it the greatest offensive of the war," he said. "It solved the submarine problem and it might have been the agency for the destruction of the German navy sooner or later had not the war ended when it did. We mined almost directly across from Bergen on the coast of Norway to the coast of Scotland. The length of the mine field was 240 miles, and we made it 25 miles wide. It was so complete that no ship could pass either over or under it without absolute destruction.

"We have a record of about twenty submarines that we know were destroyed, and often in running parallel with the field we came upon the bodies of dead German sailors, so probably many more than we actually figured on were destroyed.

"Our men, in fact the entire fleet, faced a constant danger of being blown off the face of the seas, for we carried on the ships 2,000,000 pounds of T. N. T., which is the most powerful explosive known.

"Despite all this, we kept at the task, and at the end of about five months had completed it. We stayed constantly on the inside of the field, that is, on the side nearest Germany. We left only a narrow passage way near Pentland Firth between the Orkney Islands and Scotland for our own passage out.

"Our most dangerous task strangely was not the laying of the mines, as dangerous as that was. The most dangerous one came after the mine field had been completed. It was an attempt to draw the German fleet out into the North sea where we were to engage it, so that the British fleet could get in behind the enemy to destroy it by gunfire or drive it into the mine field.

"On October 28 last the British government made it known to the German naval authorities through its agents in Germany that we were engaged in mining operations. We were ordered to lay about as though busy at the task, to act as a decoy for the German fleet. We did it, but in doing it we faced positive destruction ourselves.

"I want to hand it to those new navy lads. There were about 4,500 of them and 250 officers on the ships, and while we waited through that fearful day which we never expected for a moment to see the end of alive, they went about their duties, laughed, sang, and stood to their guns as only American lads can do such things.

"Well, all that day we worked along calmly, watching and waiting for the sight of the Germans that meant certain death.

"The Germans never came out after us, and so here I am."

Of Chantilly Lace and Black Satin



No matter what gay colors may express the jubilant mood of women who are once more indulging themselves in dinner and evening gowns, black satin remains the most certain of admiration. Its distinction and its becomingness are so well recognized that the gown of black satin is a matter of course in the smart woman's wardrobe; she would not consider herself outfitted without one or two of them. It is the most versatile of fabrics. Given rich black satin and fine chantilly lace, the best of designers will begin at once to dream dreams which no color could inspire.

Lucille has just recently turned out the enchanting dinner dress which is pictured here. It is an after-the-war inspiration, with a hint of the "submarine" silhouette—for which we shall have to find another name since no one wishes to think of submarines now. It widens at the hips and narrows at the ankles in the graceful way

dear to the heart of Lucille when she puts her mind upon picturesque gowns. There is a plain, underbodice of American Beauty satin, a mere wide band, which appears to be wrapped about the bust. Nothing could cling closer to the shoulders and arms than the lace of the bodice, with long sleeves which end in deep flaring cuffs of satin. These mitts and cuffs on lace sleeves are a feature of the new styles and jeweled hands play hide and seek in them in a very fascinating way. The bodice has a round neck finished in the simplest way with a binding of satin.

The long pointed tunic and the very wide girle of satin are marvels of beautiful adjustment to the figure. The genius of the designer is written in them and in the facing of the tunic with American Beauty satin, the tracery of heavy silk floss, cleverly outlining the pattern in the lace, which make of this a joyous and beautiful Victory gown.

Taking Away Sin

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TEXT—Behold the Lamb of God which taketh away the sin of the world.—John 1:36.

It would seem that John the Baptist, who was the last and greatest of the prophets should announce his great successor as the one fulfilling the prophecies reaching back to the garden of Eden; as the Son of David, the King of the Jews; as the great Prophet for whose coming the Jews had been looking for centuries; as the Mighty God, the Everlasting Father, the Prince of Peace. But he did not do so. He simply said, "Behold the Lamb of God which taketh away the sin of the world."

In the field of John's vision there was a black cloud of sin, out of which wrath was falling on men the world over. He saw men enslaved by sin. He saw that they were to die eternally on account of sin, and in Jesus he saw the world's Savior.

It seems strange that the greatest curse on man should be given a name containing only three letters; yet the greatest idea that man can entertain, as a name, contains only three letters—God. It may be fanciful, but there is possibly a suggestion that these two words, so short, should always be considered together. No God, no sin. "Sin is the transgression of the law." If there were no God to promulgate law there could be no sin. Sin was the ugly thing that separated man from God, and that now threatens to make that separation eternal, and none but God himself could take it away.

With very many sin is simply the transgression of the law of God that affects oneself or society; it is only vice or crime. It is altogether proper to speak of sinning against one's fellow men and against himself. A certain man, whose name is familiar because notorious within the last four years, sinned greatly against society at large, against the whole human race. If a man thinks he has preserved a conscience void of offense toward his fellow men he thinks that he is meeting all God's requirements. Man frequently speaks of transgression of the law as directly affecting himself and others, but often that man is altogether indifferent to the practical fact that there is a consideration far above this of what sin does, and that consideration is that sin affects God.

There is nothing needed now more than a sense of God. There are many who are utterly godless and they are not called atheists, but they are atheists practically. As far as interest in God is concerned God might as well not be. There are, however, some evidences that this sense of God is being realized as never before. A soldier in France wrote, "All infidels are in the rear; everyone here at the front believes in God and the future."

In the Bible we have two very clear illustrations of sensitiveness to sin as offense against God. When Joseph was tempted by the wife of Potiphar he was saved by the thought, "How can I do this thing and sin against God?" Here was utter indifference to anything but the thought of sinning against God. The other case is that of David who prayed, "Against thee, thee only, have I sinned and done this evil in thy sight." Again, utter indifference to the consequences of his sin as touching himself and others. The same thought is reflected in the prodigal's words when he returned to his father. This recognition and confession of offense against God is the door through which the true penitent comes into a place of deliverance. It is here that he secures spiritual freedom, and that spiritual freedom is only realized when the guilt of sin is taken away.

The taking away of sin is real. The strong shoulders of the Son of God bear it away, as the scapegoat of old bore away the sins of Israel into the wilderness.

If Jesus Christ is able to carry away the sin of the world it is quite reasonable to say that he can take away the sin or sins of any man. There are some who fear that they may have sinned so grievously that their sin can never be taken away, but if Jesus Christ can take away the sin of the world, which certainly means all sin, the sin of the troubled sinner can also be taken away.

I lay my sins on Jesus,
The spotless Lamb of God.
He bears them all and frees us
From the accursed load.

Life That Cannot Die.

Immortality is living the life that cannot die, because it is the life of the spirit. To have faith in immortality we must practice immortality.—Lyman Abbott.

YANKS PERFORM AMAZING FEAT

Fort Monroe, Va.—Lying at anchor in Hampton roads off Old Point Comfort is the United States mining cruiser squadron whose commanders and crews performed what is now termed by naval authorities the world over as the "greatest naval offensive of the war."

The feat which these men achieved was the mining of the entrance to the North sea from Scotland to the coast of Norway, a distance of 240 miles. It was an undertaking unprecedented in naval history.

It was America's solution of the German submarine problem, a solution so thorough and effective that it rendered the German submarines almost impotent.

The British previously had mined the English channel, but the enemy submarines came out from the bases

at Ostend and Zeebrugge and into the North sea, there to work their havoc.

For that purpose the mining cruiser at Ostend and Zeebrugge and into the North sea, there to work their havoc. Invite Yankee Aid. The British naval authorities, realizing late in 1917 that the North sea would have to be blocked, invited the American naval authorities to attempt to lay the barrier. The American navy, having just at that time completed with success experiments on mining apparatus far more dangerous, delicate, and powerful than any heretofore used, took up the task.

For that purpose the mining cruiser squadron was organized in December, 1917. This squadron is made up of ten vessels and is under the command of Capt. R. R. Belknap, U. S. N. One of the officers told a graphic but brief story of the desperately dangerous job to which he and his squadron mates were assigned.

HERO IS DECORATED



A photograph of General Edwards, commanding the Northeastern department, pinning the congressional medal of honor on Lt. Col. Charles Whittlesey for bravery in the battle of Argonne forest, where Colonel Whittlesey and his command were surrounded by the Germans and held out for five days without food or ammunition, refusing to surrender to the Huns, until they had lost 75 per cent of their men, when they were rescued by American troops who cut through the German lines.

BIG GUNS BROKE GERMANS' HEART

New York.—That the capture of the great fortress of Laon was due to American naval guns mounted on flat cars and manned by naval gunners and that the navy men would have blasted the German frontier to pieces if the war had continued, was the assertion of naval railway battery men who arrived here recently on the transport Henderson. The appearance of the big naval guns of the 14-inch type on the west front was one of the most unpleasant surprises the Germans got throughout the whole war, they declared. There were only five of them in action, but they were handled with such rapidity that the bewildered Teutons believed there were 30 of them in France.

Mangin Gives U. S. Credit. General Mangin, the famous French commander in that sector, himself credits Rear Admiral Plunkett and his naval gunners with the taking of Laon. The big 14-inch guns pounded the fortress to pieces and hurled giant shells on railroad lines communicating with the city. When the guns got into action they were fired every three minutes, a speed which the Germans considered impossible in handling such monsters. It was this which gave rise to the belief of the Germans that there were 30 instead of five of the guns in action.

There were six more of the giant cannon on the way to France when the fighting ended. They were of the same bore, but were far more mobile, as the five in action could only be used from a pit when they had to be fired at an angle of more than 15 de-

grees in long-range bombardments. "Gee, if the war hadn't quit we would have shown those Germans something about handling big guns," sighed John Mason of 1034 Mason avenue, Chicago, "but we showed them plenty as it was."

Three of the five guns, the naval gunners said, were in the American sector in the Arzonne and the other two were with the French. One was at Soissons. They had a range slightly in excess of 35 miles. Each shell fired weighed 1,400 pounds and it took 470 pounds of T. N. T. to send it on its path of destruction back of the German lines. When the shell hit and exploded it opened a crater in the earth in which a large-sized American railway box car could be buried.

Amazed the Poilu. On the American sector the three big guns were mounted within 200 yards of one another and were always fired in rapid succession. The concussion was terrific.

The gunners told a story of a French soldier who happened to be standing too near the giant cannon when they were fired. When the first one was fired the concussion hurled him violently to the earth. He staggered to his feet just as the second one let go, and down he went again. Up he climbed again, only to be dashed to the ground for the third time as the third gun roared.

He got up, pale but excited, crying in French what in American would mean:

"This will end the war. This will finish the Germans."

Captures Forty Huns, Kills Two—Given V. C.

Seattle.—Private Walter A. Rayfield of this city, who enlisted with a Canadian regiment soon after war broke out, today is wearing a Victoria Cross. He obtained this coveted award by rushing ahead of his company into a trench occupied by Germans. He bayoneted two and captured ten. Soon after he plunged into a group of 30 Germans and captured them all. Then he dashed through heavy machine-gun fire and rescued a wounded comrade.

Cow Has Quadruplets.

Adels, Ga.—A cow belonging to Albert Wood, near here, has just landed a sledge-hammer blow at the high cost of beef by giving birth to four well-developed calves, which give every sign of arriving at the beef-steak period in a year or so.

SMUGGLING BY AIR

Laredo, Tex.—It is the firm conviction of Mexican customs officials on the lower Rio Grande border that systematic smuggling by means of powerful airplanes is being conducted between that country and the United States. The American authorities on this side of the international boundary are not yet convinced that contraband goods are being carried in this manner from one country to the other, although they freely admit that it is possible if not very probable that this is being done.

If evasion of the export and import duties by this means is not already being carried on it is only a question of time when the airplane will be brought into service for that purpose. It is predicted by custom officials here and at other places on the Mexican border.

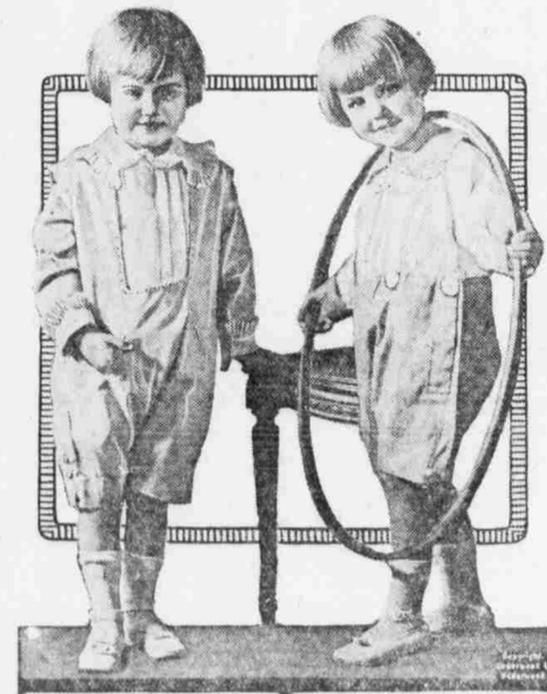
It is with considerable circumstantial detail that the story is told of the aerial traffic by professional smugglers, Jose Lonzoria, a Mexican

river guard stationed at San Ignacio, about sixty miles below Laredo, made a report to his superior officer about three weeks ago that while on duty late at night he saw moving lights pass high above him and heard the whirr of a motor. The object was headed north and came from some point to the south in Mexico. Similar reports were made by other Mexicans who asserted that they saw the strange aerial machine go back and forward across the Rio Grande on several different nights. Up to this time no corroboration of the stories told by the Mexicans have come from American river guards.

It is recommended by the custom authorities of both Mexico and the United States who are on duty along the Rio Grande that airplane control service be established on both sides of the river at the earliest possible time.

Adversity is the parent of virtue.

Wash Suits for Little Chaps



Mothers who are in quest of something new in clothes for the little chap of three or four years might consider the two little Oliver Twist suits pictured on the engaging little fellow above. The suit at the left is in blue chambray with waist of white lawn, and whether it is intended to make the little boy look girlish or to make a little girl look boyish, is a question that only its designer can settle.

The square cutout in the front of the little garment reveals a lawn blouse having collar and cuffs edged with a knife-plated ruffle. These frills, and the little French knots and ornamental stitches at the neck opening, are rather unusual on boy's togs. But there are shallow, slit pockets at each side, set at a boyish angle. Clothes so indefinite in character might be conveniently interchangeable in a large family.

The suit at the right has a decidedly masculine air and leaves no doubt

in the mind as to the intention of its designer. It has trousers of light green linen with small pearl buttons set on the outside seam at the bottom of each leg—just like a big boy. These trousers button to a white waist with large pearl buttons, calculated to fill the heart of any little chap with joy if their gorgeousness is pointed out to him.

The collar of the blouse is made of green linen like the trousers and it has a scalloped edge, button-holed in white. There are cuffs to match it. Of course so much daintiness and splendor combined were never intended for ordinary wear. But when one is all dressed up for a great occasion, as a birthday party or Sunday school or going visiting, such finery gives a satisfied feeling and makes one remember to behave.

Julie Pittinsky