

INDUSTRY & MECHANICS

LARGEST CHAINS IN WORLD.

Links Which Are Almost as Big as a Man and Weigh More.

The record for size appears to be held by the moorings for the two new Cunard steamships Mauretania and Lusitania, which are being constructed at Pontypridd, South Wales. The common links of these mooring-chains, an illustration of which is re-



Moorings-Chains for the New Cunarders. The Largest Chains in the World.

produced from Engineering, are of 4 1/4-inch iron. Says this paper: "These moorings . . . will weigh altogether about 200 tons. Patent

Lenox mooring-anchors weighing 12 tons apiece will be used. The four bridle-chains are 720 feet long, and the main chains are made up of square links, each about four feet long and weighing four hundredweight apiece. The swivel connection shown in the figure weighs 4,485 pounds, and each shackle weighs 711 pounds. The links of the buoy-pendant are of 4 1/4-inch iron and weigh 243 pounds apiece, while the end links, weighing each 336 pounds, are of 5 1/2-inch material."

This constitutes the heaviest work ever done in the chainmaking industry. The makers, we are told, supplied the cables for the Great Eastern in 1855.

REPAIR FOR CASTER SOCKETS.

How a Piece of Eight-Inch Pipe Can Be Made to Do Good Service.

When the caster socket in an article of furniture becomes worn or weakened, drill out the socket large enough to receive a piece of one-eighth-inch pipe and after driving the pipe in as far as it will go, cut it off with a back-saw. If the caster has a large shank it may be necessary to use a one-fourth-inch pipe. A piece of pipe fitted in this way, says Popular Mechanics, makes an excellent bushing and is much more durable than the original socket.



Iron Coated with Aluminum.

Iron sheets coated with aluminum are very durable and likely to supplant galvanized iron for many purposes.

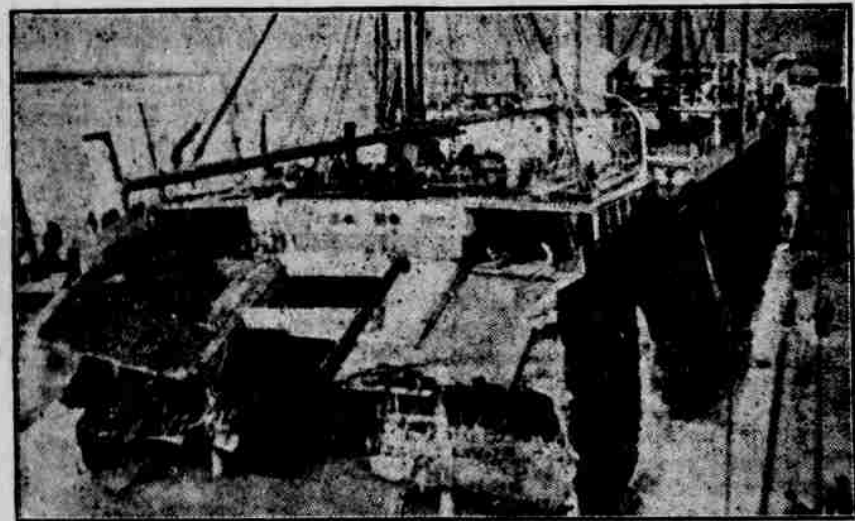
A Great Marine Engineering Feat

Of all the odd, queer tales of the sea and of those who go down to the sea in ships, there is nothing more remarkable than the marine surgical operation which has been performed successfully on the 12,500-ton White Star steamship Suevic. Caught in the grasp of the treacherous Brandies rocks, off the Lizard Light, at the southernmost extremity of England, the big vessel suffered the amputation of nearly one-third her length forward, then, turning on her metaphorical heel, waved a scornful adieu to the former component part of herself, and started for Southampton under her own steam.

She was not a pretty sight, it must be admitted. Her once graceful prow was still fast on the rocks with a large section of the hull attached. The sea surgeons had patched up the substitute bow to the best of their ability, but it was a shapeless mass of tim-

beric remedy, the sea surgeons began to prepare their huge patient for the operation. Her cargo, consisting principally of rabbits and mutton in cold storage, was thrown overboard.

All being in readiness, several trained nurses in diving suits descended to the hold forward of the bulkhead and with saws and other implements proceeded to cut away as much as they could of the huge timbers and weaken the plates beyond the protecting bulkhead. Other men behind the partition worked with equal energy to brace the walls of the vessel to receive the shock. This labor took the better part of 18 days. Several capsules of dynamite were placed in orifices prepared for them, electrical communication was made and everybody withdrew to the required safety distances. Captain Jones and his men remained aboard the Suevic, sheltered from danger of flying fragments and ready to



The Dismembered Suevic Safe in Port.

bers and jagged plates, suggesting the front end of a trolley car after a head-on collision. Main huntsmen delight to tell of instances where bears, foxes or "painters" have gnawed off a leg to escape from a trap; but this is the first really successful case on record where a ship left part of herself in a rocky trap and got to port by her own efforts.

The Suevic, carrying 500 passengers, of whom 150 were children—mostly babies, from Australian ports, was entering the English channel. A dense fog came up, and when near the Lizard Light the vessel, which had been groping her way along, ran on the rocks.

With the first gleam of dawn Captain Jones and his men made an inspection of the vessel. They found the sharp rocks had pierced her bottom as far as the second bulkhead. This bulkhead being closed, the water could not penetrate further; but there was infinite danger of the ship being torn apart by the power of the waves, which were swaying the big vessel to and fro while the rocks held her "fast by the nose."

It so happened that a body of sea surgeons were in the vicinity. The members were attached to a Liverpool company which makes a specialty of salvaging wrecks—sort of marine ghouls, as it were, which thrives on the misfortunes of vessels. These sea surgeons went over and inspected the Suevic. They found her heart—that is her engines—were intact, and beyond a few strained plates just aft of the principal seats of injury, there was nothing to prevent the vessel from floating if she was separated from that section held by the rocks. Having decided in favor of the he-

rush forward after the explosion to observe results.

At the signal the head surgeon touched a button. There was a tremendous roar, and a cataract of water shattered timbers, fragments of steel plates and various articles of a ship's equipment shot in the air. The big hulk of the vessel swayed and plunged from the concussion; then, as the water in the vicinity began to subside, it was seen that she was separated from the former part of herself and was several rods away from the rocks.

The men assigned for the purpose rushed forward and clambered down into the hold to see the results. The stout bulkhead had successfully resisted the force of the explosion, thanks to the careful placing of the dynamite. There were cracks here and there through which the water was pouring, but they were easily patched up. The surgeons came aboard, inspected their work and pronounced the operation a complete success. There were congratulations all around and the wine room was in the uninjured part of the vessel.

A few hours more spent in making necessary preparations, and the remaining two-thirds of the Suevic turned her battered nose toward Plymouth. Her own engines were at work, but the surgeons insisted upon an ambulance corps in the shape of a couple of tugs, staying alongside to render assistance if necessary. Before night the Suevic was safe in the dock at Plymouth. Additional repairs were there made and a day or two later the Suevic pulled out, and, having discharged her surgeons and nurses, made for Southampton, where she now lies, waiting for a new nose to be built.

Built by Brock

Boosted by Buyers



Plain Talk About the Matter of Union Made Clothes

This is a statement of facts: No better line of Union Made Clothing can be found than the line we carry. There are few as good. We brought from Brock of Buffalo, and only after we had scoured the market for the best. When we found Brock we quit looking. "Eureka!" we cried. That means, "We have found it." Only good words can be said of this line of Union Made Clothing. We have Suits from \$10 to \$25, and every Suit well worth the money. You pay for the Suit, not the label. The label is thrown in to guarantee the wearer against poorly paid workman, poorly made goods, unsanitary working conditions and long hours of labor. We are proud when we sell a Union Man Union Made Clothing from Brock's big establishment. Nobbiest line of spring and summer stuff you ever saw.

Armstrong Clothing Company

Good Clothes Merchants

MUST HOLD ELECTION.

Present Officers of Boot and Shoe Workers Union sustained.

The Massachusetts Supreme Court has handed down a decision in the case of Thos. B. Hickey and Chas. Murray versus the General Board of the Boot and Shoe Workers' International Union, in which the action of the General Board is sustained. The petitioners sought to have set aside the action of the board in ordering a new election to be held for international officers. The petitioners were candidates for president and vice-president, which positions are now held by John F. Tobin, of Rochester, N. Y., and Collins Lovely, of St. Louis, in the recent election held by the organization, which was declared null and void by the General Board on account of evidences of fraud. The court says the petitioners have not exhausted their full rights under the laws of their own order and therefore denies their petition. This means that the present officers will continue and a new election will be held.

MOFFITT RE-ELECTED.

At the quadrennial convention of the United Hatters of North America, John A. Moffit, of Orange, N. J., was re-elected president for a third term. Out of the forty-seven delegates in the convention, Moffit received forty-one votes.

DOING OUR LEVEL BEST.

And Live Union Men Are Taking Hold in Real Earnest.

The trade union organizations of Lincoln, Neb., are exerting strenuous efforts toward the erection of a labor temple in their city, and the project is making steady and substantial progress, although the pace may not be all its most enthusiastic supporters desire. If the undertaking should fail, of which, however, there is little danger, the lamentable result will in no

degree be chargeable to lack of persistent, intelligent and assiduous work in its behalf on the part of its originator, Will M. Maupin, proprietor and editor of the Wageworker, the enterprising labor paper of Nebraska's capital. He is pushing it with all his force, and we hope sincerely that the most abundant success will crown his laudable endeavors.—St. Paul Union Advocate.

SWEAT SHOP ANTIDOTE.

Explicit Directions Concerning How to Eradicate the Evil.

There is just one method of wiping out the sweatshop, and that is to patronize the union label. The mother who insists that our label appear on the suit she buys for her little boy is doing her share toward preventing the boy of some other mother from being sentenced to a life of unrequited toil in a foul sweatshop, a tearless funeral and a grave in the potter's field. She is helping to give honest employment under fair conditions to an adult man or woman and to drive out the awful evil of child labor. If we could impress these facts upon the public mind with enough force we would soon drive out the sweatshops and have our children in the schools instead of in the mills and tenement workshops.—Eight Hour Advocate.

HUGHES SIGNED THE BILL.

Governor Hughes has approved the Page child labor bill desired by the child labor committees and the Consumer's League and embodying recommendations made in his own first message to the Legislature. The measure provides that no minor children under 16 years of age shall be employed or permitted to work in any factory of this state before 8 a. m. or after 5 p. m., or more than 8 hours in any one day. The permitted hours now are 6 a. m., to 7 p. m., and a nine-hour day is allowed. The act will not take effect until Jan. 1, 1908.—Advocate.

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