

U. S. Ships Did Much to Bring War to an End

Germans and Allies Surprised at Great Expansion in Shipping Made Up to 1918.

By A. D. LASKER. ARTICLES. "Ships, more ships, and again more ships."

"A bridge of ships to Europe." "Build ships and win the war."

These are familiar cries that remain indelible in the minds of all living Americans, reminiscent of one of our major war programs, and as needed as one of the main factors that contributed to the ending of the war in the fall of 1918.

There can be no doubt that the Imperial German government was as surprised as we were not only our allies but we ourselves at the great strides we made in the expansion of our ship-building facilities between the movement of our entry into the war and the summer of 1918.

Prime Factor in Ending War. True, hardly any of the government-built ships found their way into commerce until after the conclusion of the part of Great Britain and other allies that renews and replacements were so soon to come from American yards led them, in spite of Germany's submarine warfare, to a profligate use of their own tonnage; for they knew that, while Germany was destroying their bottoms in increasing ratio during the spring and summer of 1918, by the fall of that year American ships in an unending stream would be ready to transport cargoes. Thus built, fleet was a prime factor in the ending of the war, even before it was ready for use.

For 10 years prior to 1914 our total annual production of ships in American yards averaged 466,000 dwt. tons. In the period of 1914 to 1917, because of orders for ships placed with us by the allies, our average annual output had increased to 700,000 dwt. tons.

Output of American Yards. In April of 1917 the shipping board began its plans for the building of the present government-owned fleet, and the increase in American production of tonnage is best shown in the following table of the output of our yards for the last six months of 1918 and the first six months of 1919:

Table with columns: Month, Yards Completed and Delivered, Dwt. 1918, Dwt. 1919.

How did we accomplish this miracle of production? First, let it be said, to the unending glory of the spirit of our nation, that we gave unstinted of our treasure and of our men to the building of the much needed merchant marine fleet so essentially needed for the winning of the war. Had we not had this fleet, the vision of what such a fleet would have meant to us in war we never would have had to make this great sacrifice of treasure and time, for we would in large part have possessed the ships ready for peace or war time needs.

Disregarded Peace Time Value. But neither the sacrifice of money nor the time of men could have resulted in the creation of so vast a fleet, in so short a time, had we not prime factor in the manufacture of ships—to wit: the peace-time value of the ships we created.

By this I mean that our whole effort was directed—and for war purposes, properly—to the creation of the maximum tonnage in the shortest time—anything that had no direct and goods, regardless of cost of construction and operation. This, while exactly right for war's pressing necessities, left us at the conclusion of our building program with a vast tonnage unfitted in large measure for peace time needs; because for peace needs tonnage must be measured by two factors—economy of operation and fitness for varying trades and purposes.

Fleet Saldy Balanced. Our war built fleet could obviously take neither factor into consideration, in fact, to get the maximum tonnage we created the fabricated ship, which meant practically all ships of a type. This, while resulting in the production of ships as if by magic, had the grave disadvantage of creating the most sadly balanced merchant fleet the world ever knew.

That the reader may better understand "balance," let me liken ships to railroad equipment, with which all are familiar. A railroad, to operate successfully, must have flat cars, must have inclined freight cars to take regular freight, and larger cars to carry automobiles and the like. It must have special cars to carry coal, and still other cars fitted for express purposes. It must have refrigerator cars capable of taking care of varying types of commodities. It must have, for passenger traffic, day coaches and dining cars, passenger equipment fitted for the lower priced tourist trade and passenger equipment of a higher type for the twentieth century express. Without all these types of cars in proper proportion no railroad could be properly managed.

Equipment Must Be Complete. The same sense of balance and equipment must obviously exist in a merchant fleet. To compare the ships which the government owns to railroad equipment, we might say that the 1,430 steel ships under the shipping board consist largely of that type comparable to the regulation freight car, with practically none of the special equipment needed, such as passenger traffic, day coaches and dining cars, automobile carriage, express service and refrigerator service.

Nowhere

By RUBY M. AYRES. Copyright, 1922.

"Where did you come from, baby dear? Out of the nowhere—into here."

It was a chill gray evening; in the afternoon a sharp cold shower had lain the whirling dust, and refreshed the drooping heads of the droopies in the park; but now the boisterous wind had chased the rain clouds away, and was racing up and down the streets whistling triumphantly, sweeping everything before it.

Nobody attempted to check the flight of the shabby little hat. "Had it belonged to a smart lady, or to one of the many well-dressed men who passed and repassed, doubtless many eager hands would have been outstretched to stop it; but it merely belonged to a slim girl, who—after a faint cry of dismay—started to run in pursuit of her property."

"There were many persons about; London was waking up for its evening amusements; the gathering darkness was the signal for fresh enjoyment, further gaieties.

A green-painted motor car glided slowly up to the entrance of a gaily-lit restaurant, and came to a throbbing standstill at the curb. A uniformed commissionaire hurried forward and flung open the door, a tall man in evening dress stepped out on to the path.

The shabby hat dodged the commissionaire, and shaved past the tall man. He was a young man with eyes that twinkled behind an absurd eyeglass; with a sudden impulse he put out his foot, and—thump! the career of the hat was ended forever!

Just then the girl hurried up, her fair hair ruffled by the wind, blowing untidily about her face. The tall man removed his patent shoe, stooped, and picked up the object he had checked in his headlong flight; he looked at it ruefully as he held it in his hand. Then he looked at the girl.

"I'm afraid I haven't done it much good," he said with a comical glance. "Oh!" said the girl. She took the battered shape from his hand and tried to straighten it out—the commissionaire looked on with supercilious superiority.

The tall man saw the droop of the girl's lips—the look of blank dismay that crossed her face, and impulsively he thrust a hand into his pocket. "Please allow me to pay for my stupidity; it was all my fault—if I had not put my foot on it I am sure some one else would have stopped it quite safely—please allow me—" she interrupted him with a gesture, the color flaming into her cheeks.

"I am not a beggar," she said. "For a moment they looked into each other's eyes—the man as red now as she, for he had never met with such a rebuff in the whole of his life. His eyes flashed angrily. The girl laughed—a little contemptuous laugh, then she turned and walked away, carrying the battered hat in her hand, the wind blowing through the loose waves of her hair."

The tall man stood looking after her with an odd expression of chagrin on his face; once he made a movement as if he would have followed; then he shrugged his shoulders, gave the commissionaire half a crown, and went on through the wide door of the restaurant.

The girl walked on down the street with hot cheeks. "People stared at her curiously; two overdressed women looked at her and sneered. A man eyed her uncovered masses of hair with open admiration; but she was unconscious of her surroundings—she walked almost mechanically.

Presently she came to a large picture shop; several people were gazing interestedly at the goods in the window. The girl stopped next to a young couple, who arm-in-arm, were talking in whispers about a gilt-framed hung with purple velvet.

It was the picture of a child; a baby boy sitting on the grassy blue of a cliff in the sunshine, his blue eyes turned skywards, chubby hands stretched upwards, and underneath the picture were written two lines: "Where did you come from, baby dear? Out of the nowhere—into here."

The girl with the fair hair looked at the picture that stood alone on a case of man cars, parlor cars and day coaches. These passenger ships, as will later develop, are the very foundation of a merchant marine for war and peace time needs. It was because we were willing to sacrifice balance to quantity production, which was essential for the immediate needs of the world war, that we find ourselves with this utterly unbalanced fleet, the disposition of which is one of the great problems confronting the American people.

In the next article we will cover the diversion of the war built fleet to peace time needs. The Bee will present the fourth article of this series tomorrow.

Read The Bee at the way through. You will find it interesting.

RADIO

Savages Learned How to Wireless

South American Natives Used Hollow Log to Communicate With One Another.

By JOHN E. KENNEBECK. (This is the first installment of The Bee's story of the real)

The radiophone is but the latest chapter in the evolution of inter-communication, according to Raymond Francis Yates, one of the foremost radio experts of the country. With the evolution of man came the evolution of language; he states in an interesting article on "Communication, Ancient and Modern."

As men multiplied and roving tribes came into being necessity grew for communication over long distances. Probably the uncivilized tribesmen did find some method of "talking" over considerable distances. A traveler returning from the wilds of South America tells how the natives along the Amazon were apprised of his coming several hours before he reached the various villages. He discovered that a novel means of relaying the information was used. The receiving and transmitting stations were simply hollow logs. One end of the log was placed in the water and the other end beaten with a club. The vibrations that were set up in the log were imparted to the water, and since water is a good conductor of sound, they were carried up and down the river for a distance of several miles. The receiving was done with a similar log used as a resonator. The "operator" held his ear to one end of a log with the other end in the water. In this way the delicate vibrations transmitted through the water became audible. The natives used a code to talk to each other.

Fire Signals. The wireless system used by the American Indians were fires or arm signals from hilltop to hilltop. They used also another system that was equally ingenious. By heating upon the ground in a certain fashion they were able to set up vibrations that could be detected by trained ears over considerable distance.

The ancient Greeks and Romans devised a method of signaling with fires. Pots filled with straw and oil were used. By arranging these in certain order and lighting them according to a prearranged system, characters could be expressed over distances that were of necessity limited by sight.

Messages by Water Power. A named Grecian army commander named Aeneas invented a telegraph system that marks him as an early Marconi. The apparatus he developed consisted of two large earthen pots for receiving and transmitting stations. Each pot was provided with a valve or spigot and a wooden float. The float carried a stick arranged in an upright position, and this was marked off in divisions. Each division marked a certain sentence. When communication was started the pots were filled with water. Then the distant sender lighted a torch. At this moment, the receiving operator was all attention. When he saw the distant torch go out, he immediately opened this spigot at the bottom of the pot, allowing the water to run out. The man at the sending station did the same. As the water ran out of the pots, the floats and the "message sticks" were carried downward. When the division that represented the message that was to be transmitted reached a position in line with the top of the pot, the distant sender again exposed his torch and the receiver responded by closing the spigot. He then read the message from the stick.

Then the Telegraph. History does not tell us how many disasters befell Greek armies through a leaky spigot. Then came semaphore signaling that was used to a great advantage in France during the revolution.

Domestic Imported Gingham. 32-inch checks and plaids. Yard 59c. Figured Voiles. 38-inch dark colored voiles. Yard 39c. Irish Poplin. 36-inch width, many colors. Yard 75c. Luncheon Napkins. 13x13-in., scalloped edge. A good quality at this low price. 6 for \$1.00.

Bed Spreads. Large size spread with hemmed edge. Heavy quality, crochet weave, low priced. Each \$1.95. Huck Towels. 18x35-inch, damask border. Each, 18c. Bleached Muslin. Heavy quality 36-inch width. Yard 13c.

Women's White Canvas. Pumps and Oxfords. Very Special Pair \$2.98.

Can you mix a good salad? Your skill in salad making is seemingly enhanced if you use Heinz Vinegar. At any rate, the salad is improved by its mellow flavor—its delicate aroma.

Heinz Olive Oil, pressed by Heinz in Seville, Spain, plays a big part in the salad's perfection.

HEINZ PURE VINEGARS

Men: Buy Your Straw Hat Now!

SPARKS

An agreement with the Radio Corporation of America and the Swedish state telegraph board will bring about the erection of a large station in Sweden with an easy transatlantic range. Sweden's wireless communications now are dispatched from the great station at Stravanger, Norway. Work on the new station will be begun at once.

Radio broadcasting as an aid to the dissemination of the gospel of Christ is now being considered by missionary bodies.

WNZ Albany, N. Y.—Shooting Radio Manufacturing Company. KML Fresno, Cal.—Pan Joquin Light and Power company.

6,000,000 Population of Boston in 1970, Prophecy

Boston, June 5.—Boston will be a city of 6,000,000 population in 1970, according to W. J. McDonald, a real estate man, who bases his figures on the growth and expansion of the city in the past.

The following concludes the list of licensed broadcasting stations in this country as listed by the government:

Call. Location: WBY Wichita, Kan.—Cesradio company. WKN Memphis, Tenn.—Richman-Cresley company. WAAM Newark, N. J.—I. R. Nelson.

Extra Size Blouses 98c

Domestic Imported Gingham. 32-inch checks and plaids. Yard 59c.

Figured Voiles. 38-inch dark colored voiles. Yard 39c.

Irish Poplin. 36-inch width, many colors. Yard 75c.

Luncheon Napkins. 13x13-in., scalloped edge. A good quality at this low price. 6 for \$1.00.

Bed Spreads. Large size spread with hemmed edge. Heavy quality, crochet weave, low priced. Each \$1.95.

Huck Towels. 18x35-inch, damask border. Each, 18c.

Bleached Muslin. Heavy quality 36-inch width. Yard 13c.

Women's White Canvas Pumps and Oxfords. Very Special Pair \$2.98.

SPARKS

An agreement with the Radio Corporation of America and the Swedish state telegraph board will bring about the erection of a large station in Sweden with an easy transatlantic range.

Radio broadcasting as an aid to the dissemination of the gospel of Christ is now being considered by missionary bodies.

WNZ Albany, N. Y.—Shooting Radio Manufacturing Company. KML Fresno, Cal.—Pan Joquin Light and Power company.

6,000,000 Population of Boston in 1970, Prophecy

Boston, June 5.—Boston will be a city of 6,000,000 population in 1970, according to W. J. McDonald, a real estate man, who bases his figures on the growth and expansion of the city in the past.

The following concludes the list of licensed broadcasting stations in this country as listed by the government:

Call. Location: WBY Wichita, Kan.—Cesradio company. WKN Memphis, Tenn.—Richman-Cresley company. WAAM Newark, N. J.—I. R. Nelson.

Extra Size Blouses 98c

Domestic Imported Gingham. 32-inch checks and plaids. Yard 59c.

Figured Voiles. 38-inch dark colored voiles. Yard 39c.

Irish Poplin. 36-inch width, many colors. Yard 75c.

Luncheon Napkins. 13x13-in., scalloped edge. A good quality at this low price. 6 for \$1.00.

Bed Spreads. Large size spread with hemmed edge. Heavy quality, crochet weave, low priced. Each \$1.95.

Huck Towels. 18x35-inch, damask border. Each, 18c.

Bleached Muslin. Heavy quality 36-inch width. Yard 13c.

Women's White Canvas Pumps and Oxfords. Very Special Pair \$2.98.

SPARKS

An agreement with the Radio Corporation of America and the Swedish state telegraph board will bring about the erection of a large station in Sweden with an easy transatlantic range.

Radio broadcasting as an aid to the dissemination of the gospel of Christ is now being considered by missionary bodies.

WNZ Albany, N. Y.—Shooting Radio Manufacturing Company. KML Fresno, Cal.—Pan Joquin Light and Power company.

6,000,000 Population of Boston in 1970, Prophecy

Boston, June 5.—Boston will be a city of 6,000,000 population in 1970, according to W. J. McDonald, a real estate man, who bases his figures on the growth and expansion of the city in the past.

The following concludes the list of licensed broadcasting stations in this country as listed by the government:

Call. Location: WBY Wichita, Kan.—Cesradio company. WKN Memphis, Tenn.—Richman-Cresley company. WAAM Newark, N. J.—I. R. Nelson.

Extra Size Blouses 98c

Domestic Imported Gingham. 32-inch checks and plaids. Yard 59c.

Figured Voiles. 38-inch dark colored voiles. Yard 39c.

Irish Poplin. 36-inch width, many colors. Yard 75c.

Luncheon Napkins. 13x13-in., scalloped edge. A good quality at this low price. 6 for \$1.00.

Bed Spreads. Large size spread with hemmed edge. Heavy quality, crochet weave, low priced. Each \$1.95.

Huck Towels. 18x35-inch, damask border. Each, 18c.

Bleached Muslin. Heavy quality 36-inch width. Yard 13c.

Women's White Canvas Pumps and Oxfords. Very Special Pair \$2.98.

Burgess-Nash Company Tuesday—In the Downstairs Store A Special Event in Vacation Millinery For Outings Traveling Autoing Street Wear Sports Wear \$1 95 \$2 95 \$3 95

Extra Size Blouses 98c

An Unusual Value Knicker Suits \$3 95

Tiny Tots' Dresses 98c

Silk Poplin Yard, 89c

Domestic Imported Gingham. 32-inch checks and plaids. Yard 59c.

A Timely Sale of 200 Voile Dresses \$1 49

Men's Needs Men's Work Shirts

Men's Khaki Pants

Bed Spreads. Large size spread with hemmed edge. Heavy quality, crochet weave, low priced. Each \$1.95.

Wash Suits Each, \$1.00

Men's Needs Men's Khaki Pants

Wash Suits Each, \$1.00

Women's White Canvas Pumps and Oxfords. Very Special Pair \$2.98.

RED ARROW BOOTH Baby Dresses: Creepers Each 49c

Men: Buy Your Straw Hat Now!