

# St. Dunstan's



## Review

For the Amusement and Interest of Men Blinded in the War

St. Dunstan's Motto : "VICTORY OVER BLINDNESS."

ST. DUNSTAN'S RAGTIME BAND.



# St. Dunstan's Review

A MONTHLY RECORD OF WORK AND SPORT

EDITED BY IAN FRASER

No. 33.—VOLUME 3.

MAY, 1919.

PRICE 6d.  
[FREE TO ST. DUNSTAN'S MEN]

## EDITOR'S NOTES

IT is with feelings of great satisfaction that we read the terms of the preliminary Peace which the Allied and Associated Powers have prepared for the Germans, and the courteous but firm words with which M. Clemenceau delivered them to the enemy delegates, inspires us with confidence as to the determination of the victors that the terms should be carried out in every detail. "The time has come when we must settle our accounts," were the words with which the great French leader prefaced his remarks to the German Plenipotentiaries, and we heartily endorse this attitude, which must be that of all who have lost someone or something in the war—and who has not?

We of St. Dunstan's bear no grudge and feel no resentment, but we like to know that the men who have forced on a peaceful world the horrors of the past four-and-a-half years will get their deserts, that nations that have suffered as have France and Belgium, will get reparation and restitution, and that adequate steps will be taken to prevent the recurrence of the useless waste of human life and treasure which goes hand-in-hand with Armageddon.



SO many good friends come to the various annexes and houses of St. Dunstan's to amuse us, that it is becoming increasingly more difficult to record the concerts, lectures, and entertainments which are an almost daily occurrence. In future numbers, therefore, we shall not attempt to enumerate them, but would ask the generous folk who give so much of their valuable time to making our after-work hours happy, to realise that we are most deeply indebted to them.



A LARGE number of the men who have left St. Dunstan's have taken advantage of the arrangements made by the After-Care Department, by which any of the Braille magazines published by the National Institute for the Blind, are sent them gratis and post free. We bring this matter to the attention of our readers so that those who may not have taken advantage of the opportunities thus afforded for obtaining up-to-date Braille literature when the offer was made them, may do so now.

We would recommend especially to those who like good reading the *Literary Journal*, a Braille monthly periodical, containing original contributions and articles selected from high-class magazines, newspapers, reviews, etc. The editing of this magazine, it is interesting to add, is in the hands of an ex-St. Dunstaner who, in pre-war days, was connected with a London newspaper.

Application for all, or any of these journals, should be addressed to the After-Care Department or the Editor.

*Editor.*

## NOTES BY THE CHIEF

QUITE remarkable is, I think, the performance of J. Rose, who, though having only his right hand to work with, is making excellent baskets, and making them at an extraordinarily good rate of speed considering the very severe handicap under which he works. Rose brought me the first basket he had made, and I was more than surprised at its excellence. It reminded me of the extremely well made little cabinet produced in the earlier days of St. Dunstan's by Lc.-Corpl. W. J. Hopper, who has only his left hand to work with. Hopper naturally wanted to keep his first piece of good carpentry work, but was nice enough to make me a duplicate, and Rose, who also wants to keep his first completed effort, is giving me his second basket.

THESE two performances should, I think, be a fine stimulus to St. Dunstaners in overcoming the lesser difficulties which lie before them all.

THE mention of Hopper reminds me of the fact that he has been recently elected a member of his Local Board of Guardians. He is the first St. Dunstaner to attain this position.

I heard also the other day from Lieut. Frederick Martin, telling me that he had been returned at a contested election as a member of the Education Authority for the County of Aberdeen. Another St. Dunstan's record!

These St. Dunstan's successes remind me of a recent paragraph in the *Daily Express* which read:—

"I hear that, for the first time in the history of the University of Calcutta, a blind boy has this year appeared at the

matriculation examination. The candidate, one Nogendra Nath Sen Gupta, who is a student of the Calcutta Blind School, had his matriculation questions printed for him in Braille and a secretary to write to his dictation. He worked out sums on his special calculating slate and dictated the results, drew diagrams on his special geometrical board, and worked out questions in 'graphs.'"

I AM very glad to notice the eagerness with which Rowing is being taken up, though I am afraid that our very large numbers prevent everybody who is keen on the sport getting as much of it as he would like. We have been trying very hard to get more boats on the Lake, but this seems impossible. There is room for a few more, and Mr. Johnson has quite a number which are out of commission, and which he cannot repair owing to the impossibility of obtaining the necessary skilled labour. Someone has been all up and down the Thames endeavouring to secure the services of men who could do this kind of work, but he everywhere met with the reply that the Thames boat builders are in just the same difficulty as that which confronts Mr. Johnson. The skilled men in the boat building and repairing trade seem to have mostly gone in for aeroplane work, and in every boat-yard along the Thames there are boats waiting for repair, which look as though they will have to wait for some time to come.

THIS state of affairs naturally leads to the impossibility of hiring or buying boats. Everybody who possesses boats says that he wants more than he has for his own business, so we must make the best of things as they are.



## Hints on Coaching an Eight or a Four

[Mr. R. C. Lehmann, the author of this article, is one of the most famous coaches in the world, and was formerly captain of the Leander Club. Mr. Lehmann has very kindly written this article specially for THE ST. DUNSTAN'S REVIEW. There are so many Fours at St. Dunstan's that it is impossible for each to enjoy more than a limited amount of the time of the experts who are so generous in giving us their assistance, and it is hoped, therefore, that the hints Mr. Lehmann gives us may be useful to the many good folk who cox our Fours for us as well as to the crews themselves.—Ed.]

OF the utmost importance are those movements of the hands, wrists and fingers which take place towards the end of the stroke and, if sharply and correctly executed, result in the clean extraction of the oar from the water. If, on the other hand, the movements are bungled, the result may be anything from a feather under water to a crab. Let us imagine that the oarsman has secured a firm and solid beginning and has brought the greater part of his stroke through by means of his weight and the power of his legs.

He is bringing the handle of his oar home to the chest: his inside wrist is slightly elevated and the fingers of his outside wrist are exercising a side pressure which helps to keep the button pressed up against the rowlock. Then in a flash the oar has been ever so slightly depressed, swiftly turned and shot away, both hands helping, and the merest thimbleful of water being scooped up in the process.

## A RACING STROKE

A coach will find it well worth his while to devote some portion of his teaching to endeavouring to increase the rate of the stroke. There is nothing that a crew is unconsciously more obstinate about than this. The men, if left to themselves, seem to consider that a rate of twenty-four to the minute is ample either for paddling or for rowing. This is bad doctrine, and

should be ruthlessly expelled. All kinds of faults which later on hinder the progress of the crew are traceable to this sloth. Thirty for paddling and thirty-four for rowing are good and lively exercise, and the coach should not allow his men to drop below those rates.

## RHYTHM

If in its rowing and its paddling good rhythm be observed a crew will have secured many points on the road to improvement. To secure rhythm let the oarsman imagine that the stroke is divided into three equal parts or beats. The first beat is counted as the oar grips the water for the beginning, the second as the hands leave the chest, and the last half-way through the rowing forward. Nothing should be easier than for a temporarily disorganised crew to rally and recapture their regularity if they have thoroughly grasped the principle of rhythm.

## FINAL PREPARATIONS

We will assume that the coach has managed to establish between himself and his crew that magical association which causes them to answer to his lightest word. He has gone through the laborious grind which has turned them from a slow machine into a thing of life and speed. How shall he best last out the two remaining days before a race? On the first of these final days he can practise starts of four strokes each, being careful to recall the crew at once if the start is a scrambling one; which is only another way of saying if in the start the blades are torn along the top of the water instead of being well and truly covered. Then, when a good start is made at the coach's word, the crew can lengthen out into a good firm piece of rowing of two minutes' duration, at the best rate they have been able to reach, which should be about forty-eight. On the last day this same programme may be repeated, but in every case the quickening of the stroke should be initiated by stroke.

## Presentation to Mr. A. B. McMahon

ON Monday, May 5th, the men and staff of the Bungalow made a parting gift to Mr. A. B. McMahon on the occasion of his leaving St. Dunstan's.

The gift was a silver coffee-jug inscribed "To Captain A. B. McMahon, from the men and staff of the Bungalow, 1917-1919." In making the presentation, Thompson, one of the first comers to the Bungalow, stated that the gift was a mark of their sincere appreciation of Mr. McMahon's good work and untiring efforts as adjutant, efforts which had won for him the highest respect among the men.

In responding, Mr. McMahon said that every man of the Bungalow was a personal friend to him. He felt that the support always accorded to him by Sir Arthur had enabled him to achieve any success that had come his way. He would value the coffee-jug and the kind sentiments which accompanied it more than any possession he had, and it would serve to remind him of the many pleasant days spent with his friends at the Bungalow.

## St. Dunstan's Discussion Club

ON Monday, April 7th, Mr. Percy Way, of the National Institute for the Blind, opened a lively discussion on "The Dawning Civilisation." He deplored the old competitive system, the root and fruit of which was selfishness, producing most of our evils and trampling on the weak and handicapped. To supersede it, he upheld the ideal of co-operation and the beauty of disinterested service. This had been the original principle of trade unions, with which recent strikes, sudden and inconsiderate, were not in keeping, merely substituting one form of tyranny for another.

Mr. Fryer, Sergt. J. Muir, T. Gibson, W. S. Peary, E. Benthem and J. E. Gunn, pressed Mr. Way closely with practical points. He admitted his ideals might produce less material wealth; but, what was of infinitely greater value, was that we should have a healthy and morally sound

nation without slums or a submerged tenth, and, he added, "character is the only thing that matters."

"Men see without perceiving," said Mr. Frank Batten. "We can perceive keenly without seeing." He had been without sight for three and a half years. His subject was "What a Blind Man sees," and he spoke for eighty minutes without notes—a good memory feat. A comment on the mistaken kindness of friends who "sit you down in a chair as if blind men were ignorant of their own anatomy," evoked sympathetic response from the audience.

## St. Dunstan's Officer Wins Election

MR. FREDERICK MARTIN (5th Gordon Highlanders) who was at St. Dunstan's from January to July last year, has just been returned at a contested election, as a member of the Education Authority for the County of Aberdeen. Education in Scotland is entering upon a new phase. The parish School Boards, which have hitherto administered education, have been replaced by one Authority for each county and these new bodies have been entrusted with the carrying out of most important duties. In his division Mr. Martin was one of sixteen candidates for eight seats and he was returned second on the poll. His immediate opponents were well known educationists of long standing, and his victory is described in the local press as remarkable, and creditable to his supporters and himself. We may remark that the election was conducted on the transferable vote, which is part of the machinery of proportional representation, so that Mr. Martin's triumph was not snatched from between two strong men. He won decisively and by a large majority. In the course of his campaign he addressed several public meetings, expounding the new and complicated Education Act, and dealing with hecklers after the approved fashion. We understand that Mrs. Martin, who many of us know, was a very energetic election agent.

## War Shifts in Germany

WHY German aeroplane wings crumpled up and machines came tumbling out of the clouds, why people fainted in the streets owing to lack of nutrition—one reason why Germany was beaten—I learned in an interview with Professor Wiedenfield, chief of Germany's ersatz (substitutes) service.

Professor Wiedenfield said that when the blockade first began to make itself felt, the Germans had to begin to use substitutes in small quantities for important articles such as ferro-manganese. A manufactured substitute called speigel iron was ersatz for this commodity. Then began the lack of copper—Germany only produced 10 per cent. of her needs.

Iron and steel became the national worry a little later, and they had to be replaced by zinc and aluminium. The latter was manufactured before the war from clay imported from France. Chemical experts were also called on to produce a substitute for aluminium, but unsuccessfully. Rubber was the next perplexity, and the famous synthetic rubber was manufactured. The professor declared that it is better than the real article. Rubber was badly needed for storage battery cases in submarines, and the Germans made synthetic rubber from chemically treated wood.

When there was no more nickel, ersatz aluminium had to be made in its place. Nickel steel was replaced by manganese steel. Then the question of sulphur, formerly imported from Chili, began to worry the munitions manufacturers, and ersatz sulphur was manufactured from air.

Textile experts were called in to operate on wood and camphor. The first ersatz textiles were made from paper-wood, was changed into paper, then the paper into thread, and lastly the thread into materials. Paper thread, the professor said, made a good substitute for jute, but now wood pulp was made direct into thread, which was woven into undergarments. It is fairly good for the purpose, but

workmen are unable to work in damp rooms when wearing ersatz underclothing. The garments thus made can be washed if warm water be employed.

The same material has been used for technical purposes as well as for household use, such as curtains, tablecloths, and the like. Real curtains had to be given up to the State and paper materials were granted in exchange. The curtains were torn up and rewoven into more useful articles.

Pine cones and rushes were also used by the textile manufacturers, and nettles were found to be excellent because they produced material as soft as wool. The people were ordered to grow nettles, but when food began to fall short the ground was required for growing foodstuffs. Even artificial wool was torn up and re-woven. Soldiers' uniforms and overcoats during the last two years of the war only contained two and a-half pounds of real wool, the rest of the material was a substitute.

Leather was the most difficult article to replace. The Germans tried to produce substitutes from paper and wood, but the resultant products were not quite successful, and at the same time very expensive.

Food for cattle was made from wood and straw ground to powder and pressed into cakes. Sheep and oxen lost weight rapidly on this diet, and there was no nourishment in their meat. Tea was made from apple peelings and the leaves of trees; tobacco was obtained from chestnut and oak leaves. The tobacco was first (ersatz) cousin to the coffee, which was manufactured from acorns. Cigars had to contain five per cent. of real tobacco, otherwise they were not allowed to be called cigars.

I have only touched on a few of the infinite quantities of substitutes made and used by the Germans. Restaurant desserts look appetising enough, but they nearly all have their foundation in coal-tar. Germany tried to fight Nature and the Allies, but it never pays to combat Nature.

*Daily Express.*

## News of St. Dunstan's Men

THE following is a letter from Elmer Glew, who, after training at St. Dunstan's, returned to North Williamstown, Australia, to take up work as a masseur:—

"Just a few lines to acknowledge the receipt of 'All About St. Dunstan's,' also a letter from you a mail later, both being very welcome. I enjoyed reading all through the booklet, and think that it was an excellent idea for giving the public a view of the work done at the old home.

"I think, in a good number of cases, that it would be advisable for the boys to follow out Mr. Percy Way's tips on 'Getting About Alone,' as his experience shows us all that these tips are worth while. I have found that I get into the way of knowing where I am or what I am passing by the atmospheric pressures round about. Even when on strange ground I can tell when coming to an open space, get a good idea as to what class of fence I am drawing near to, and can always tell where a verandah is before getting right under it by the same method. I didn't bother for a while after returning on the lone hand-walking stunts, but when I did I found it quite an easy task after the first attempt. Of course, I had to gauge where new properties had been built, places removed, etc.

"I have often got up early on Sunday mornings and made a tour of the town, encircling it on one occasion, going in all a distance of six-eight miles, and a few days afterwards took a walk down to the Council Chambers and made a report to the Town Clerk on the obstruction and danger to the public generally, of people's hedges, trees, and bushes protruding and overhanging pathways, as on several occasions I had made friends with box-thorn hedges, peppercorn trees, and other unpleasant greenery, having in some cases come off second best, with cuts and scratches. The Town Clerk said he would report the matter to the Nuisance Inspector, who would rectify the matter,

which has been done in most cases, so if any of the boys find themselves against these obstructions they might also make themselves known to their Town Clerk or Municipal representatives, and have the matter seen to. In most (if not all) Municipal Acts out here there is a clause which forbids any person allowing vegetable growth or forestry (trees) to protrude on to highways, byways, and public thoroughfares, to be a nuisance to the public.

"On reading the REVIEW, I noticed that St. Dunstan's Day was a huge success, and that it was met by good fortune all over the place; even the Annexe lambs did their bit to swell the fund. I was amused, and also very pleased, to see the way the boys took their part in the Armistice celebrations, making themselves heard throughout the great city. I am sure St. Dunstan's is, and always has been, known by its great volume of sound and noise. I was also pleased to see the way in which they took up their position in the review by their Majesties on November 23rd.

"Joyner has arrived in Victoria, but has not got up as far as Melbourne, owing to the epidemic, and is down at Portsea Quarantine Station. He will come up in a few days, and will be met at the wharf by a friend of the boys and taken direct to wherever he wishes to go, which will save all unnecessary bungling on the part of the official Red Tapers in the Forces.

"You will, no doubt, be pleased to know that I have at last started on a course of training in re-education of massage manipulations and movements, to suit the requirements of the Australian Massage Association, and get the diploma of same. I am on extended leave from the Military Hospital, to enable me to carry on with this course, which will take about six months; and at the end of this period if successful, if I should wish to retain Military work, I will resume work with the rank of Staff-Sergeant, which is

## —From all parts of the World

the full rank of a masseur in the Commonwealth Military Forces.

"All the boys seem to be getting along alright in this particular direction, and at present we are going into the problem of higher pensions and the housing of blinded soldiers, the outcomes of which I will put you wise to at a later date."

In writing to Sir Arthur lately, J. Martin, a poultry-farmer and mat-maker, settled at Long Rock, Cornwall, said:—

"I thought I would just let you know how I am progressing with my work. I have got a large offer for mats and string bags, and everyone who purchases from me seems pleased with my work, and gets other orders for me.

"I have hatched out twenty-four chicks, and I have got 100 eggs under hens and in the incubator, and I am thinking of putting a few more sittings down as I was late commencing my hatching.

"My pig is fat, and almost ready for the butcher, and I have planted some potatoes in the garden, also some cabbages and onions, and next week I am going to put in my small seeds.

"You will see by my letter that I am progressing slowly and steadily, thanks to what you and St. Dunstan's have done for me, and I shall always feel very grateful to you."

W. Pratt, who obtained a post at the end of last year as a shorthand-typist, at the British Aluminium Company, in Queen Victoria Street, wrote as follows to Sir Arthur:—

"I am pleased to say I am getting along very well here, and what is more, I like the work which is given to me. My daily toil is composed of taking down extracts from different trade journals which are of interest to the business. These are transcribed on to what we call abstract forms, these being in pad form and divided into four. This class of work I find awfully interesting, and what is more it

is very educating. Of course, I have a few letters to do each day, but nothing worth mentioning.

"I note with very keen interest that great steps are going to be taken with the rowing this season. I sincerely hope that St. Dunstan's will keep her flag flying in the rowing world, and if possible excel all previous achievements. Now that St. Dunstan's has more men than ever she has had, I think excellent fours, etc., could get together if only the men will train. As you know, it requires a great sacrifice in more ways than one to become either a good sculler or oarsman. The chief enemy is "Mr. W. D. and H. O. Wills," or any other of his confederates. I trust the men selected to represent the House in the summer will follow the advice of an old St. Dunstaner, and train hard, and above all keep the smoking down practically to nil; better still, knock it off altogether. Fellows who have never experienced a tight race cannot realise what staying power means to him. No doubt you remember the College four rowing against Westminster College in 1917. Well, it was the staying power that turned the verdict from a win to the Westminsters to a dead-heat.

"I wish to thank you for the extracts from the various Canadian and American papers *re* your visit to the said countries. They were very interesting, and I think you have made a great impression as to what the blind community is capable of achieving."

S. E. Varley, a basket-maker, who has settled with his brother, a poultry-farmer and mat-maker, at Wootton, Surrey, writes:—

"My brother and I are both doing splendidly, getting plenty of orders for our baskets and mats; in fact, we have difficulty in coping with the mat orders, of which we get a great number. Now that the fine weather has come, we are very busy in the garden, which is nearly full

up, and is likely to supply us almost the whole year round with vegetables. Basket orders are coming in in shoals, and though it is not wise to count the chickens before they are hatched, Varley Bros. promises to become quite a celebrated firm.

"We are also very fortunate in having been given the chance to work in such a beautiful locality as this is, and we both wish to thank Sir Arthur and all at St. Dunstan's for being so good to us."

W. A. Robinson, a boot-repairer, who has started work at Grimsby, in sending an order for leather to the After-Care Department, said:—

"I unexpectedly ran out of leather recently, and had to order some locally, and it is not so good as that which we get through you. I should like to let you know that my new shop is an excellent one, and that I hope to show good results in a week or two's time, although I have had no cause to grumble up to now."

J. E. Plunkett, a boot-repairer, who started work at St. Leonards-on-Sea at the end of February, wrote:—

"I am glad to be able to tell you that I am going on fine, that boots are still rolling in, and that I am working up a good trade here. I have had boots brought into my shop which I know that other boot-repairers will not do, because they say that they have gone too far to repair, and I myself have done them, though, of course, it has taken longer than the other jobs; but still, I have done them to show the people what we boys of St. Dunstan's can do."

T. Allen, a boot-repairer, of Hetton-le-Hole, Durham, wrote:—

"I am going on very well. It is now just a year since I left St. Dunstan's to start on my business of boots and netting, and I feel very proud of the way I have mastered boot-repairing. I can assure you that I have had a taste of very nearly every class of boots and shoes, and I have had a lot of rough work in during the year—heavy boots for the miners. It does not do to have only good work in.

I am kept very busy by the boots, and I have never had time to do any netting yet since I have come home."

W. C. Stamp, another boot repairer living at Keelby, Lincs., wrote:

"I am not a totally blind man and the little sight which I have in one eye helps me to get about in my own district a good deal. My work here is steady and regular. I am not always repairing boots, but when boots are slack I have the mat frame to fall back on, and one advantage of the latter is that customers are nearly all of them more satisfied with the mats if they are not sheared. Two which I made for our Chapel were cut rather too thick for the door to go over them and the Committee would not send them away to be sheared, but let me use my shears on them again."

G. K. Stobie, who recently returned to South Africa and was set up as a masseur in Durban, Natal, is doing well. He writes as follows to Mrs. Vincent, who always interests herself in blinded South African Soldiers, and who, by the time these lines are in print, will be on the water returning to South Africa to carry on her work in that country:—

"Dr. C. sent me a very interesting case which I feel very proud about, for the patient has been crippled for three and a half years and has been to specialists and doctors all over South Africa for the last four years. She now walks out of my office without a limp and has no pain. I have had three more cases this week, all general treatments at a nursing home. It is a strain and very hard work, but I always keep a smile going.

"I am working under and with the doctors, and I think next month I shall be very busy. I have just received a contract from the Military A.D.M.S. to treat officers, but do not know yet what it will be worth; in any case it will be an advertisement for me.

"Please give my kindest wishes to all friends at St. Dunstan's—dear old St. D's! I shall always bless it and remember it as the happiest time of existence."

## Departmental Notes

### The Braille Room

WE heartily congratulate the following officers and men on having passed their Braille Tests:—

*Reading Test:* A. Jordon, B. Wood, G. J. Webster, W. Knox, Lieut. P. Jones, J. A. Dunlop, A. G. Rogers, J. G. Nicol, G. A. Sugden, J. Muir, Lieut. D. Littlejohn, F. Warin, P. White, A. D. Kirstein and G. A. Brown.

*Writing Test:* B. Hamilton, W. C. B. Simons, S. Kelly, Lieut. G. R. Smith, Lieut. J. Swales, S. Duncan, J. Greenwood, J. R. Macpherson, J. S. Whitelam, W. J. S. Pearce, G. W. Green, S. Redmayne, W. E. Walsh, W. Farnell and W. R. Meaker.

Do all St. Dunstaners know the best way of sending Braille letters? They should be rolled tightly, and secured with a wrapper, and when done up in this way will go for halfpenny postage if under two ozs.; this will allow of two large sheets. Braille books up to five lbs. weight may be sent for penny postage, as long as one end is left open.

The following books are among those which have been added to the National Library for the Blind during the last two months:—

- "His Last Bow"—Sir A. Conan Doyle.
- "Grapes of Wrath"—Boyd Cable.
- "The Long Trick"—"Bartimeus."
- "Sea Stories"—W. W. Jacobs.
- "A Secret Service"—W. Le Queux.
- "Black Hole of the Desert" (Hardships in the Libyan Desert)—A Yeoman Signaller.
- "Escape from Turkey in Asia"—Capt. E. H. Keeling.
- "General John Regan"—G. A. Birmingham.
- "Lost Naval Papers"—Bennett Copplestone.
- "Two in a Triangle"—W. Le Queux.

A most delightful and welcome gift has been received from Lordship Lane

School, N., of various copies of the following books:—

- "His Last Bow"—Sir A. Conan Doyle.
- "Greenmantle"—J. Buchan.
- "King Solomon's Mines"—Rider Haggard.
- "The Man Eaters of Tsavo"—Col. Patterson.
- "The Scarlet Pimpernel"—Baroness Orczy.

Also we have received yet another addition to our Library by the gift of the Presbyterian Mission School, Granville Road, Kilburn, of several copies of "Treasure Island," by R. L. Stevenson.

We know how heartily all St. Dunstaners will appreciate both the books themselves and the kind thought of the children who have given them. D. P.

### Typewriting and Telephony

T. W. SALTER, who has been trained as a telephonist, recently obtained a post with a London firm. We congratulate the following men on having passed their tests:—

C. H. Cornwall, W. Barnes, L. Straw, W. McLurg, Mr. Kerr, J. H. Davies, J. Tweedie, B. Wood, D. F. Aldridge, T. Cockburn, B. Robinson, Sergt. Walsh, E. F. King, E. J. Burgess, J. Avey, E. Brownfoot, J. Deegan, W. H. Whiteside, F. Motell, T. Till, J. C. Brown, P. White, W. R. French, H. Hannay, W. Farnell, J. G. Rose, J. H. Heapy, W. Wells, G. Woodburn, W. Williams, G. Farrell, P. Heath, J. H. Mathews, H. A. Knopp and J. Brodie. E. McL.

### Pension Note

THE 20 per cent. bonus which has now been awarded to men in receipt of Alternative Pensions, is only payable from January 1st, 1919, and not from November 1st, 1918, as was the case with the ordinary pensions.

### Netting Notes

WE should like to make better known the beautiful Embroidery done in the Netting Room, and to point out that we are glad to undertake the making of any kind of Naval and Military badge, and also to design or to copy sports and regimental badges.

The netting badge, showing mesh, needle and network, now worn by all

### Poultry Notes for May

ALL reliable information that can be gathered points strongly to the fact that the demand for poultry will be far and away in excess of the supply for some considerable time. Prices, it is expected, will remain good even after the cost of production has greatly fallen, as it will do before very long. Poultry farmers should, therefore, do their best to share in the rich harvest of orders in the immediate future, by hatching and rearing as many chicken as can possibly be accommodated, for, although the end of the proper hatching season has arrived, the breeding pens can be retained for at least another month, and all the eggs set. Wherever possible, these late chicks should be reared apart from the older ones, which are being retained for general use, and also reared for the purpose of supplying orders.

It must be remembered that these later hatched chickens are produced from eggs supplied by breeding stock that is possibly getting a little worn out, and it is, therefore, advisable to give the chicks rather more meat to help build them up; one has also to remember that as the hot weather comes along insects become more scarce, the ground becomes more stale and some shade is necessary; an occasional dose of chemical food or sulphate of iron in the regular supply of fresh drinking water is often very helpful, as also is bone meal in the soft food and a plentiful supply of tempting fresh green stuff daily, such as young lettuce or lawn mowings, helps a quicker growth.

teachers, reflects great credit both on the designer and workers.

A special word of commendation is due to G. Eades who has become a thorough artist at this work. His frame exhibits at the Ex-Service Men's Exhibitions held at Liverpool last month, were very much admired.

G. H. W.

A good many of the earlier cockerels should be fit to kill by now, and should be disposed of at the earliest opportunity, not only to make more room, but also because the prices are excellent, while perhaps later on, when a large number of cockerels are about, the prices will drop considerably.

One finds, as the weather becomes warmer, that rather more hens and pullets become broody than are wanted, and, if neglected, are frequently quite a nuisance; at the first signs of broodiness the bird should be confined in a fattening coop or similar rather uncomfortable crate, kept in sight of other fowls, and fed somewhat lightly for a few days on the ordinary foods, of course, not omitting plenty of water. Then in five or six days she can be replaced in the pen with the other fowls and will come on to lay again more or less well unless the changing about has started an early moult. It is best to replace a single bird in the house with the others after the birds have gone to perch at night, as it frequently prevents fighting, which is, at no time, good for a hen.

It is still worth while to pickle eggs and for this purpose the best way is to use "Water Glass."

J. P.

### THE POULTRY EXAMINATIONS.

The Poultry Examinations were held on April 14th, 15th and 16th by Mr. Will

Hooley. Below we publish Mr. Hooley's report:—

"The St. Dunstan's Boys presented for examination gave an excellent account of themselves, and it has never been quite such a difficult matter to decide who was really the best.

"The all-round efficiency reflects the greatest credit on those who have so patiently taught them.

"I am very pleased to say that the boys themselves know how to think and apply their knowledge, for they answered numerous problems accurately and confidently. I do not know what they thought of me, but they were frankly astonished at some of the questions, as one said after he had answered it: 'It is going rather a long way round to get there, isn't it?' Well, it was, but he answered six questions in one quite unknowingly.

"Let it be said to their credit they passed a stiff exam., and those with low numbers of marks are not so much inferior to those with higher scores, but recent illness and operations—one only came out of hospital on the day of the exam.—took away a little of their usual

quickness. When one remembers that many of these students had never had a fowl in their hands previous to coming to St. Dunstan's, the results attained are really beyond ordinary terms of praise."

Result of Poultry Examinations held April 14-16:—

#### Class 1.

Capt. D. Gibson	50	E. Gregory	... 45
G. E. Bishop	... 50	J. McVay	... 45
W. J. Tuey	... 50	E. Brownfoot	... 45
G. S. Wright	... 50	L. S. Hitchcock	45
Mr. Crouch	... 49	D. Littlejohn	... 45
J. P. Ireland	... 48	H. Knopp	... 45
J. Muir	... 48	W. McLurg	... 43

#### Class 2.

Major A. K.	G. Jackson	... 95	
North	...100	H. Jubb	... 95
S. W. Taylor	...100	L. Marquis	... 94
H. Coates	...100	B. Martin	... 94
T. W. Jones	... 98	T. Parkinson	... 93
T. Fisher	... 97	H. Nelson	... 93
W. Meaker	... 95	P. White	... 93
C. Brown	... 95	H. A. Hammett	93
J. G. Nichol	... 95	H. Stayt	... 92
G. Craddock	... 95	T. Campbell	... 90

### Launching an Aeroplane from an Airship

BY no means new is the idea of launching an aeroplane from an airship.

For many years past artists have shown large dirigibles carrying one or more aeroplanes for military and peaceful purposes. But it is one thing merely to confine such ideas to paper and quite another to realize such an achievement.

Several weeks ago the experiment of launching an aeroplane from a dirigible was successfully carried out at the Rockaway Beach air station of the Navy, near New York City. One of the large Naval airships was brought to the field and landed, followed by five aeroplanes from the Mineola Air School. When preparations for the test had been completed, the airship rose to a height of 100 feet, held by its anchor ropes, while one of the aeroplanes was wheeled into position below the large gas bag. The aeroplane

was fastened to the dirigible by means of a 100 feet cable, dropped from the car of the latter.

These preparations complete, ballast was dropped from the dirigible. The airship rapidly rose to 3,000 feet, with the diminutive aeroplane swinging below it at the end of the 100 feet cable. At the proper moment the aeroplane pilot pulled the release cord and freed his machine, which, with the engine "dead," went into a steep nose dive.

The force of the air in the downward rush was counted upon to crank the propeller and engine. After dropping about 1,000 feet, the engine started with a roar, and the pilot then rejoined the four other aeroplanes which had been circling about and in their company started off for the Mineola field.

*Scientific American.*

## Church and Catholic Chapel Notes

### Church Notes

AT last, after a long delay, I am in residence as your Chaplain. After my experiences of demobilisation, I find it is much easier to get into the Army than out of it. At this initial stage of my ministry here let me say what a privilege it is to be now associated with the magnificent work which has been so gloriously carried on at St. Dunstan's during the past four years. I only trust that I may be found helpful.

My gratitude is due to all who have given me such a courteous and warm welcome, and I am assured that there are many amongst us who will help in any way possible the cause of Christ and His Church with the men. We need an attractive religion, something that is bright and joyous, just what Christ meant it to be, and so I ask the aid and co-operation of all in making our little services known, and by their own attendance encouraging and cheering us.

Our first need is a choir, and I ask for the help of sisters, men and orderlies who can sing, even if just a little bit.

Please send or give me your names and turn up at the choir practice each Friday at 12 noon—the sisters will meet at 11.40 a.m.

We will in time endeavour to arrange special services for the sisters, men and orderlies—notice will be given.

Regarding the Intercession Service which is at present held on Fridays for workers, it would be helpful if we could enlarge its scope. Similar services will, therefore, be arranged on Mondays and Wednesdays, at a convenient time. The service will only last a few minutes, and the times arranged will be stated upon the notice board.

The Sunday services will be as usual—Holy Communion at 8 a.m. and also at 10.15 a.m., on second and fourth Sundays. Morning Prayer on first, third or fifth Sundays, at 10.15 a.m.

The Rev. E. N. Sharpe, M.A., Hon. Chaplain, will preach at 10.15 a.m. on May 18th.

On May 29th, Ascension Day, there will be a special celebration at 6.30 a.m.

J. E. W.

### Catholic Chapel Notes

THE Catholic Occasional Choir paid their promised visit on Sunday, May 4th, and for the first time we had the pleasure of hearing the Common of the Mass sung at St. Dunstan's. The music consisted of Webb's "Vidi Aquam," Seymour's "Mass of St. Brigid," and Polleris' "Ecce panis Angelorum," which was sung unaccompanied at the Offertory, while during the Benediction they formed the chorus to Webb's "Regina Cæli," which was excellently sung by B. Collins. We offer our best thanks to Mr. Oldmeadow and the members of the choir for their kindness in visiting us.

During April solos have been rendered by B. Collins and J. Doubler, and no praise could be too great for their efforts. It is now hoped that no Sunday in future will be allowed to pass without a solo or motet at Benediction suitable to the festival or season. The Chaplain has a plentiful supply of music he will be glad to place at the disposal of any who are interested.

All Catholics at St. Dunstan's are reminded that the time for fulfilling the precept of Easter Communion ends on Trinity Sunday, June 15th, and that they should not leave this important obligation until the last moment.

P. H.

### Births

ROBERTS, W. J., daughter Feb. 28, 1919.  
MARTIN, J., son - - Mar., 1919.  
HICKS, A., son - - Apr. 14, 1919.  
DAWSON, G., son - - Apr. 19, 1919.  
O'BRIEN, J., son - - Apr. 25, 1919.

### Marriages

ON Tuesday, February 25th, P. Baker was married, at Mudgee, New South Wales, Australia, to Miss A. Hooper.

On Saturday, March 22nd, G. D. Warden was married, at the Wesleyan Chapel, St. John's Wood, to Miss E. E. Ames.

On Monday, May 19th, A. F. Williamson was married, at Dulwich, London, to Miss F. Cox.

## News from the Workshops

VICTORY is the thrilling note which Easter sounds anew in our minds and hearts. The triumph of Life over Death is proclaimed once more. This assumes, as a preacher said on Easter Day, that "Life is worth living."

St. Dunstan's men do not claim to be "padres," and have not been known to preach sermons, but they are nevertheless constantly enlarging upon this theme in their daily work. "Life is worth living" they say, as the hammers go busily on rivets and "thrums," as the shavings fly, as the "rods" are quickly worked, and as they examine their last piece of work.

The latest victor is J. Rose, late gunner in the Royal Field Artillery, who, in addition to the usual St. Dunstan's handicap, has lost his left arm. He came into the Workshops on April 7th, and at once found a way to handle his work. He achieved the success of making, without assistance, a waste paper basket with a wood base before he had been under instruction for ten days.

J. Irvine has followed with equal confidence, though he has lost his left leg,

### College Annexe Sister's Wedding

ON April 30th a wedding which took place at St. Paul's Church, Avenue Road, St. John's Wood, was of special interest to the men and staff of the College. Miss Dorothy Addison, V.A.D., was married to Lieut. C. Villiers Evans, R.F.A. The service was choral, the church specially decorated, and many from the College were present. The bride looked charming in white crêpe-de-chine and silver brocaded tissue. The College V.A.D.'s formed a guard of honour, throwing rose petals as the happy pair left the church. Miss Addison, as "Music Sister," has been identified with the College almost since it opened, and has done excellent work, which has been much appreciated by her many pupils.

and his right arm and hand are of very little assistance. His early efforts have been remarkably successful.

### SEVERAL SUCCESSES.

F. Douel, whose work in the Mat Department as pupil teacher has been much appreciated, has now taken up his boot course again. G. Moore has taken his place. Mr. E. Clarke became a technical visitor for the North of England under the After-Care Department at Easter, and we are confident that he will continue the useful effort he made in the Workshops. J. Greenaway is as successful on mats as he has been with boots. A bordered mat he made was just the right substance and finish, and a pair of kneelers were very good indeed. W. McCombie also turned out a splendid mat. A shaped mat, with the words "Holy Trinity" in black fibre, has just been completed by P. Maher.

In the Boot Department during the month the following men have turned out work which has come under my notice. F. Mears has done several well finished jobs. F. Stratton maintains a very good standard of work. The marked



improvement made by J. Trigg during April is also well worthy of commendation. Sergt. Williams is one of our most industrious men, and a fellow-worker of his, T. Cockburn, put a remarkably good edge on a pair of lady's shoes. The work of R. Young and H. Sime has been on a first-class level for some time. R. Usher is showing great interest, and turns out some useful work. T. Murphy has made great strides during the last month. J. Avey is quite a specialist in children's clogs, and nearly always has a neat sample of work handy; while G. Phillips has qualified particularly in slipper clogs.

Mr. Isherwood has, unfortunately, felt that, for family reasons, he must resign his position as instructor, and we are extremely sorry to lose his services. He has very kindly offered to render any assistance he can to basket-makers who have left and are living near him at Bolton.

J. T. Batty is still doing valuable work as pupil teacher, and is also busily engaged in preparing samples to take with him for his shop. The Australians, H. J. Williams and F. Clark, have made some remarkably

good cane and laundry hampers, while S. Goodman is doing very nicely in a quiet way. J. Kennedy's marked devotion is shown by his presence in the shop daily until one o'clock. G. Swindle and A. J. Porter came together as "pals," and they are going neck-and-neck in their rapid progress in the work.

#### A KITCHEN INVENTION.

In the Joiners' Shop the elementary section has been very busy with a number of new men, and among the officers Mr. Tupper's work has been very good. Of the men under G. Pell's instruction, W. Lilley has just done remarkably well with the panel front of a cupboard, and A. Archibald has completed a lady's work-table, with partitions which presented considerable difficulty. Sergt.-Major W. Farnell's progress has been particularly good, and we regret that he cannot complete his course, as he must return to Canada. W. Cook is doing well with general joinery, and has introduced an idea which should be useful in every kitchen for airing clothes. O. Windridge has left the Picture Framing Section recently, and we wish him every success.

W. H. O.

### Fish Stopped by Electric Currents

WHERE rivers from which fish are taken in large quantities are used for irrigation, as on the Pacific Coast of North America, a huge loss takes place through millions of young fish passing into irrigation channels and thence on to the land. It is true that the difficulty can be got over by the use of gratings or screens, but this plan only cures one ill to introduce another—the need for frequent removal from the screens of weeds, leaves, and other debris.

Recently, however, an electric arrangement has been invented whereby the fish are stopped without putting any obstructions in the irrigation intakes. It was

found that by placing a metal plate or rod at each side of a channel, and passing an alternating electric current between them, the intervening water became highly charged with electricity. One pair of such electrodes alone is not entirely effective; but several pairs, placed at intervals, with electric currents progressively increasing in strength, completely stop the fish from getting past. Presumably, the fish, finding the shocks grow stronger and stronger as they proceed, are at length induced to turn back. The amount of current used is very small, and the cost of working the apparatus almost negligible when compared with the saving in fish.

## Facts About the Air Force

The following facts about the Air Force are taken from a Parliamentary paper issued recently:—

ON the 5th August, 1914, the British Air Service consisted of a Naval wing, the Military wing known as the R.F.C., and a Central Flying School. The Naval wing comprised an airship squadron taken over from the Military wing, with a total of ninety-three machines. The Military wing comprised four aeroplane squadrons, with a total of 179 machines. The two wings had a total combined personnel of 197 officers and 1,647 other ranks.

On the declaration of war some additional squadrons were hastily formed, and certain cross-Channel and other vessels were chartered and converted into aircraft carriers.

On the conclusion of the Armistice, the Royal Air Force operating with the British Army in France consisted of six brigades, comprising seventeen wings, eighty-four squadrons, five special-duty flights, and twenty-six miscellaneous units.

21,957 pilots have been trained and graduated as efficient for active service. We rendered assistance in this respect to all our Allies, especially to the Americans, who have adopted our system. Apart from the actual instruction in flying, pilots and observers receive a specialized training for the particular work they have to do in connection with reconnaissance, aerial fighting, spotting and bombing for the Fleet, anti-submarine, and Army duties.

Great Britain was divided into five areas, under the control of the Air Ministry, but each area was responsible for its own internal administration, and was sub-divided into training and operational groups.

#### FIGHTING IN THE AIR.

It is worth noting that from July, 1916, to November 11, 1918, the Royal Air Force on the Western Front (including

the Independent Force) destroyed or brought down 7,054 enemy aircraft, dropped 6,942 tons of bombs, flew over 900,000 hours (nearly 103 years), and fired over ten and half million rounds at ground targets.

In November, 1914, the R.N.A.S. supplied aircraft to the Fleet for reconnaissance purposes and defence against Zeppelins. By July, 1918, seventy aeroplanes were being carried by the Fleet as part of their battle equipment. The duties of the aircraft consisted in carrying out patrols over the seas in search of convoys, and assisting vessels to hunt submarines known to be in their vicinity.

On the outbreak of war the airship service consisted of three airships only, with a personnel of twenty-four officers and 174 other ranks; there were in November last 103 ships in service, with a personnel of 580 officers and 6,534 other ranks. The duties carried out by the airship service are reconnaissance, coastal and anti-submarine patrols, escorts, and mine detecting.

#### DEVELOPMENT OF ARMAMENT.

In the early days of the war machines were either entirely unarmed or carried a revolver, service rifle, or Winchester repeater. Since then continual progress has been made. The types of machine-gun fitted are the Vickers and the Lewis, and the rate of fire of these guns has been greatly increased since their introduction. Heavy armour reached a state of definite equipment, and a certain number of machines in the field were fitted with 37-mm. gun, firing a one and half pound shell.

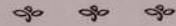
The photographic section in 1914 consisted of two officers and three other ranks, their outfit comprising two cameras and a portable box of developing chemicals. The photographic personnel last November consisted of 250 officers and 3,000 other ranks, distributed throughout

all theatres in which photographic work was carried out, and a large training school of photography was formed at Farnborough.

#### WIRELESS COMMUNICATION.

Various methods of communication between machines and batteries or ships were devised. At the outbreak of war

the use of wireless telegraphy in connection with aircraft was in its infancy. Only one of the machines was fitted with wireless apparatus, which was not employed until some stable condition was reached on the Aisne. From this time onwards wireless grew very rapidly, and every battery was equipped with a wireless receiving-station.



## "Getting" the American

AN APPEAL TO BRITISHERS

MR. W. F. WILE, the well-known newspaper correspondent, and author of "Explaining the Britisher," contributed a brief article to the April issue of *The Landmark*, the organ of the English-speaking Union, explaining the American for the benefit of the Britisher who does not understand him.

"There are millions of untravelled Britons," says Mr. Wile, "who cherish lop-sided notions of us (Americans) and of our country. I love to meet Britishers who will tell you 'Oh, I know some awfully nice Americans. Some, mind! not many, just some! The rest of us are not 'nice.' We are uncouth. We are money-mad. We are Anglophobe. Our English is horrible. We are not a nation. We are mongrels. We have no ideals beyond sky-scrapers and Steel Common.

"You find many Britishers who do not even suspect that there is such a word as idealism in the American dictionary. Yet our whole history, from the date of the Republic's birth, is an endless annal of idealistic activity. The War of the Revolution was fought for an ideal. Our Civil War was a struggle for the perpetuation of the ideals in which the United States was cradled. Lincoln made war in order that the fruits of Washington's war might not be jeopardised.

"Woodrow Wilson went to war with Germany for precisely the same reason. He did not ask the American people to 'give all we are and everything we have' in order to save England or France or Belgium. He appealed to them to take up arms against 'Liberty's natural foe' in

order that American ideals, life, freedom, and the pursuit of happiness might not be wrecked.

"I appeal to Britishers to 'get' us properly. When an American slaps you on the back and acts as if he was tickled to death to meet you, you can bank on it, nine times out of ten, that he is. His impulsiveness and enthusiasm are almost invariably genuine. He is a red-blooded animal. He sees nothing indecorous in wearing his heart upon his sleeve.

"His English may not be quite as pure as Mayfair's, but neither is Manchester's, Cardiff's or Aberdeen's. London's East-End English is only a shade more refined than the kind that flourishes on the East Side of New York. Wall Street seldom overlooks a chance to make a deal; but I have never heard that the London City was lethargic in that respect. American women love expensive finery. Look at the balance-sheets of the big luxury establishments in Bond, Dover, Regent and Oxford Streets, and ponder whether British women are not keen on fine feathers, too. London is 'jazzing' its head and feet off this season. New York did it last season, that's the only difference.

"On close inspection and closer acquaintance we prove, in our vast majority I venture to say, to be human beings, with strongly accentuated national characteristics, but at heart buoyant citizens of the world, who are proud that so much of the spirit of British institutions courses through our still youthful, aspiring, hopeful, incorrigible veins. Sometimes, perhaps, we cut the figure of amiable savages. But it's just a bluff—like Britishers' 'reserve.'"

## Sports Club Notes

### TUG-OF-WAR AT THE TOURNAMENT.

SINCE the rowing season commenced tug-of-war has been forgotten, but soon will revive again. The Secretary of the Royal Naval, Military and Air Force Tournament has kindly consented to allow us to contest some of our pulls at the forthcoming tournament at Olympia, which will be held between June 26th and July 12th.

Preliminary heats for the Feather-weight, Light-weight, and Catch-weight Cups will be held early in June, in Regent's Park, the finals being contested at Olympia. All these contests will be pulled off under Olympic conditions.

### BOATING REGATTA PROGRAMME.

Considering that the boating season is only in its infancy, and the fact that the weather conditions have not been so favourable, the turn-out of enthusiasts from all the annexes has been very gratifying. By the time these notes are in print the preliminary heats will have been held on Regent's Park Lake.

The first regatta programme is as follows:—

First Competition.—Novices' Single Sculls, *i.e.*, for those who have not raced at St. Dunstan's before; in two weights, 10st. 7lb. and over (heavy), and 10st. 7lb. and under (light). Each House is entitled to send two representatives in each weight to the finals at Putney.

Second Competition.—Single Sculls (open to all); in two weights, as above. Each House is entitled to send two representatives in each weight to the finals at Putney.

Third Competition.—Double Sculls (open); in two weights: (a) each man must be under 10st. 7lb., (b) catch-weights. Each House can send one representative in A and B classes to the finals at Putney.

Fourth Competition.—Pair-oars (open); at above weights and conditions.

Fifth Competition.—House Fours; catch-weights (entries unlimited from annexes). The whole competition will take place at Putney.

#### GENERAL RULES.

In a competition following that in which he has represented his House, a man should not be required to compete in the preliminary heats, but the winner of the two heats should challenge him, or where there are two, the two should challenge the previous two for the privilege of representing his, or their, House in the Putney finals.

The heat winner or challenger should receive the House medal, but unless he finally went to Putney, would not receive House colours or sweater.

Finals winners at Putney will receive cups, and runners-up will receive the new special St. Dunstan's medal.

In the event of a protest being made in connection with any of the races, such protest must be made on the day on which the race takes place, and all protests will be considered by the Executive Committee, whose decision in all cases should be final.

A full Committee must be present when protests are dealt with.

Coxes must be very careful in their coxing, especially when passing other boats and when arriving at the landing stage. In the latter case, boats should be eased up well before the landing stage is approached. This is most important, as damages to boats are difficult to have repaired, and it is well-nigh impossible to replace broken or damaged sculls and oars.



THERE was an old sportsman of Leamington,

Who hunted some mice with a Remington,  
When his comrades demurred

That the act was absurd,  
He explained how difficult he found it to  
get cheese just now. Punch.

## With the Coolie from China to France

By kind permission of the Editor of "The Times"

THE coming of the Chinese Labour Corps to France relieved our own men from an enormous amount of heavy and miscellaneous work behind the lines, and so helped to release a much larger proportion than otherwise would have been possible for combatant duties. For not only did the Chinese fulfil multifarious tasks at the various bases, such as loading and unloading ships and trains, building railways, repairing roads, working in petrol factories and at various supply depôts throughout the northern region, but they dug hundreds of miles of support trenches in the forward area, well within shell range. Although I have seen no figures on the subject, I know that a fair number of Chinese have been killed and wounded by enemy action since they went to France.

The C.L.C. was from the first created as an auxiliary military body, subject in many respects to strict military discipline. It was officered by Englishmen holding temporary commissions, and was furnished with regular N.C.O.'s transferred from combatant and other military units.

This conception of the C.L.C. can be traced back to its first formation in far-away China. The vast majority of the 200,000 odd Chinese serving in France were recruited in Shantung Province, the two principal camps for this purpose having been established at Tsangkou, about ten miles from the former German port of Tsingtau, and at Wei-hai-wei.

The Tsangkou camp had originally been a German silk factory, and the lofty chimney which rose abruptly from one part of the compound still bore the pock-marks of shrapnel bullets from Japanese guns fired in the fighting which culminated in the capture of Tsingtau during the present war. The British authorities had thus found ready to their hand a well-equipped establishment in every respect convenient for their needs.

A very careful and elaborate system had been evolved by experts for the identification of all coolies. Recruiting

centres were established at convenient points, whence the men were sent in batches to the camp, where they were swiftly run through the "sausage machine" and enrolled in sections of fifteen men each, including a lance-corporal. Thirty-two sections composed a company, plus two sergeants and eight corporals, making a total strength of 490 men.

The "sausage machine" was the expression we used to describe a series of departments through which the coolie had to pass before he eventually emerged, cropped, vaccinated, inoculated, washed, and clad in clean and chilly garments, ready to be pounced upon by a couple of white officers and assigned to a section. One very important feature of the process was the finger-printing under the supervision of Mr. Welsh, formerly employed at Scotland Yard. A thumb impression of every coolie was made on the contract, and also on a wooden tab slung round the neck. Every coolie further wore a brass bracelet bearing a consecutive number corresponding to the number on his contract, so that for the purpose of the daily parade state, which every officer had to make, only numbers, not names, were used.

The contrast between the coolies before and after passing through the "sausage machine" was extremely ludicrous. In spite of his dirt, the coolie, in his padded robes and his long pig-tail, possessed a dignity of his own, of which, alas, scarcely a vestige remained when he was shot out at the other end, his hair cropped close to the skull and his person clad in garments which, though clean, afforded scant protection against the icy blasts chronic at Tsangkou at that season of the year. Formerly the coolie was paid a small sum for the sacrifice of his queue, but the practice was subsequently discontinued, though the authorities must have netted a substantial profit from the sale of all this human hair.

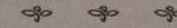
On the eve of embarkation joss-sticks were ignited before the different

bunk-houses in which the chosen companies slept, and before these fires the coolies knelt and prayed for a safe journey. Before leaving every man received a regular contract and a bonus of ten Mexican dollars (about £1). The usual terms of engagement were at the rate of a franc a day with food and clothing in France, and a bonus of ten Mexican dollars a month to his family in China. The term of agreement was three years, with power on the side of the British authorities to terminate the contract at the end of a year, on giving six months' notice.

After a long and trying journey we arrived in France and were moved to the vast C.L.C. depôt at Noyelles. I am afraid that our French friends did not love the braw lads of the C.L.C. One reason, perhaps, was that our coming invariably heralded the unavoidable destruction of crops through which our line of trenches had to run; besides which, since the average coolie "had not a

conscience sufficiently fine to discriminate clearly 'twixt mine and thine," petty thefts were common. Fences were now and then torn down and carried off to make fires; crops were ravished, and to this very day I have not forgotten how a claim for the loss of ninety bales of flax followed our company from Flanders to Rouen. In its travels it had accumulated reams of official correspondence for "your reference and information, please."

I shall always retain a soft place in my heart for the Shantung coolie. If his faults are conspicuous, his virtues are not less so. He soon learns to appreciate fair and considerate dealing, and shows marked attachment to a popular officer, beyond whom he refuses to look. If a general were to give an order to a C.L.C. platoon it is probable that the men would merely sit and laugh at him; but the same order from a miserable "one piper" in charge would elicit prompt obedience.



## The Evolution of the Tank

The following article was communicated to the *Yorkshire Post* from an official source:—

IN the early days of 1914, Mr. Winston Churchill organised the Royal Naval Armoured Car Division. This force was equipped with armoured cars, armed with machine guns, and did invaluable work both in France, and, as everyone knows, the Duke of Westminster's Squadron did particularly well against the Senussi in Egypt.

"Trench warfare, however, soon put a stop to the activities of both armoured cars and armoured lorries, as it was found that they could not cross trenches or shell holes. Several ideas had already been put before both the War Office and the Admiralty with regard to the use of tractors for the purpose of overcoming these obstacles, and in February, 1915, Mr. Churchill requested the Director of Naval Construction to take in hand the study of this difficult problem. Many experiments were tried out, but were subsequently found to be impracticable. Messrs. Foster and Co., Lincoln, were also engaged in studying this

question, and about July, 1915, they were instructed to build a machine incorporating what material was available, including the 'Bullock' track and the 105 h.p. Daimler engine. This machine when completed, developed certain weaknesses, and a second machine, known as 'Little Willie,' was built, which, although an improvement, was still unable to cross wide trenches and deep shell holes.

### "THE 'MOTHER' TANK."

"In August, 1915, Sir Wm. Tritton and Lieut. W. G. Wilson hit upon the design of a machine which eventually proved successful. This design was the origin of the tank, and the first machine was known as 'Mother'; all tanks subsequently built, although improved in many ways, are practically the same as the original 'Mother.' Great difficulty was experienced in obtaining officers and men to carry out experimental work. As the project was so problematical the War Office was not prepared to give officers and men for this work when the demand for men at the

Front was so urgent. The Admiralty, however, again came to the rescue and placed at the disposal of the Landship Committee Squadron twenty of the Armoured Car Division, at that time numbering about fifty men. This squadron has been responsible for the testing and transport of every tank since made in this country, and at the time of the armistice it numbered nearly 600 officers and men.

"It will therefore be seen that the Admiralty is entirely responsible for the production of the first tank, which was satisfactorily tried on February 2nd, 1916, when Lord Kitchener and members of the General Staff were present, and an order was given for a certain number of these machines to be constructed.

#### "THE MAKING OF TANKS.

"The production of tanks was then taken over by the Ministry of Munitions, under Mr. Lloyd George. After many trials and difficulties, the first batch was delivered to the Army in July, 1916, and subsequently sent overseas and took part in the Battle of the Somme, on September 15th, 1916. These machines were fought by the Heavy Section, Machine Gun Corps, under Colonel (now Major-General) E. D. Swinton.

"Although used in limited numbers in this action, they proved highly successful, and larger numbers were immediately ordered. It was then that the manufacturers and the workmen showed their enthusiasm by putting their whole-hearted energy into providing quantities of machines.

"In 1917, a new type of tank, known as the gun-carrying tank, which could carry a sixty-pounder or a five-inch howitzer, which could be fired either off a tank or off its own carriage, was built in Leeds. This machine proved to be a great success, but on account of difficulties between the artillery and the Tank Corps it was not proceeded with, and most of the machines built for gun-carrying were finally converted into supply tanks for the purpose of carrying up stores and ammunitions to tanks and infantry in the fighting line.

"The 'whippet' machine, which has a speed of eight to ten miles an hour,

was designed and built in quantity. This machine proved of immense value during 1918.

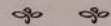
"It was not until the Battle of Cambrai, on November 20th, 1917, that tanks were given a chance of showing what they could do. In this battle they were used in large quantities and without a preliminary bombardment, and were responsible for one of the greatest victories the British Army has ever had, and it was then realised that without tanks we could never hope to defeat the Germans.

#### "SIR DOUGLAS HAIG ON TANKS.

"There is absolutely no doubt that the tanks played a very important part in the winning of the great war, as the following extract from Sir Douglas Haig's despatch, dated December 21st, 1918, will show:—

'Since the opening of our offensive on 8th August, tanks have been employed in every battle, and the importance of the part played by them in breaking the resistance of the German infantry can scarcely be exaggerated. The whole scheme of the attack of 8th August was dependent upon tanks, and ever since that date, on numberless occasions, the success of our infantry has been powerfully assisted or confirmed by their timely arrival. So great has been the effect produced upon the German infantry by the appearance of British tanks that in more than one instance, when for various reasons real tanks were not available in sufficient numbers, valuable results have been obtained by the use of dummy tanks painted on frames of wood and canvas.'

"It was largely due to the energy and enthusiasm of the manufacturers and workmen that the Tank Corps was able to play such an important part in the great victories of the war."



FATHER: "I'm ashamed to see you crying because a bee stung you. Act like a man."

BOBBIE: "Y-yes, and th-then you-you'd gim-me a li-licking' like you s-said y-you would i-if you ever h-heard m-me usin-that k-kind of l-language."

## Salving a Super-Dreadnought

By DAVID MASTERS.

[AUTHOR'S NOTE.—The following account of how one of our newest super-Dreadnoughts was wrecked and saved was narrated to me by an officer of the ship in question. I have set down the story just as he told it.]

MY ship is a first-class battleship, one of the newest and finest in the British Navy, and I suppose she cost somewhere about £2,500,000. We had just finished coaling, and after the ship had been cleaned, the men departed for leave. I had barely finished writing a letter when I heard that urgent orders had come through from headquarters, and that we were to get ready to proceed to sea immediately. The men who had just started on leave were recalled.

We slipped our moorings at dawn, and nosed out into the open sea. Screens of destroyers were around us; cruisers and battle-cruisers forged ahead and gradually left us. You feel proud to belong to the Navy when you see it as I saw it that morning.

We worked up speed, and hour after hour we plunged ahead, while the rising gale brought fierce squalls of snow.

From dawn to afternoon the next day we flaunted our might off the enemy coast, wishing that the Germans would come out and have done with it.

We had done all we could to bring the Germans out, but they would not be drawn. So we turned homewards.

The weather was just about as foul as it could be, and by the evening the waves were dashing against our fore-castle and sending up clouds of water and spray as high as our fighting top, whence the deluge fell crash, crash, crash on our decks without cessation.

We were well on our way to our base when darkness came down, and it was just about the blackest night I have ever experienced. So with all lights out we steamed at top speed.

Another three hours hard steaming through the driving snow, and we were practically home.

Then the catastrophe happened in a flash.

I saw a trawler loom out of the darkness with no lights on, outward bound on patrol duty. She lay right in our path, and I held my breath as I waited for our bows to cut her in two.

The navigator saw the trawler at the same time. He acted instantly to try to spare the lives of those on board. The surf was pounding like thunder on the rocks under our lee, but there was just room to get through between the trawler and the rocks.

We swung in towards the surf, and I saw it boiling palely in the darkness ahead. We were just at the critical point when a dreadful squall struck us and thrust us right off our course. A mighty wave picked us up as though we were a cockleshell. Then the crash came, and threw me off my feet as we hit the rocks at full speed.

The shock brought the men almost automatically to their posts. They needed no summons. For a moment the ship was full of flying figures; the next moment they were ready to do anything required of them.

Instantly the engines were reversed but the power of sixty thousand horses pulling at our stern failed to move us. Searchlights flashed out and lit up our position, and when I saw where we were, I thought we were doomed, and that our ship would never more rove the seas. Another great wave hit us broadside, and the crest curled over and rushed from one end of the deck to the other, swirling about my legs almost to the knees before I could jump clear.

We flashed our fate to the Fleet, and help was instantly forthcoming. Two or three destroyers came up swiftly. They could not get near us. Time and again they tried, and each time the seas beat them.

They managed to get lines to us at last. Within an hour of the ship striking there

were half-a-dozen vessels hauling on us for dear life to get us off. Neither our engines nor theirs made any impression. When it was seen that we were fast, the Fleet swung on to harbour and safety, leaving us to face what was coming.

Destroyers were detailed to protect us from submarine attack, and there we lay waiting for dawn and the assistance that had been summoned. Our pumps were set going at full pressure, yet in spite of this the water gained on us in one of the stokeholds.

Daylight brought tugs and lighters to our assistance from the nearest naval base, and at once we proceeded to lighten the ship in the hopes of being able to tow her off. Fortunately, the weather improved a bit, although it still made work pretty dangerous. However, we set about emptying our magazines with the utmost celerity, and each big shell we whipped up and let down into the lighters alongside meant a ton less aboard. After all the shells had gone we started on the stores, working all through the night.

When we had worn ourselves out shifting every ounce of stuff we could shift, we found that all our labour was in vain. She was still immovable.

The advent on the scene of the salvage ship *Ranger*, with Commodore Young, the Chief of the Naval Salvage Section, aboard, made the situation seem a little more promising. Commodore Young came aboard and surveyed the position of the ship. He considered the reports, and discovered the extent of the damage, which was pretty bad.

"I think I can save her," he said, "but we shall never be able to lighten her sufficiently to give her enough water to float off, because the weight of water aboard the ship is greater than the weight of stores and other stuff that we can possibly remove from the ship, so that even when we have taken every ounce out of her she cannot possibly be towed off. We are feet short of sufficient water to float her."

Well, as I have said, we got everything out of her that was movable, but she still remained hard and fast. It was now suggested that we should take out the

guns. The lighter ones were accordingly slung out, but it made not the slightest difference, and a suggestion to take out our big guns was promptly vetoed.

Our position was not enviable, and the crew may be forgiven if they felt a bit gloomy.

None of these things, however, seemed to worry Commodore Young. He had his problem, and he meant to solve it. Fortunately, the weather grew more favourable, and gave him a better chance of success.

Every modern battleship is built with a double bottom, in order to mitigate the effects of just such an accident as had occurred to us. A careful scrutiny of the damage showed that the rocks had everywhere pierced holes in the bottom until she was more or less like a sieve. The space between the two bottoms was flooded with thousands of tons of water. One rock had smashed through the bottom so far that it nearly went through the false bottom. Instead of going through, however, it pushed up the plates and made such a bulge that they buckled and cracked. This was the rock that did all the damage to the flooded stokehold.

One of the salvage officers donned diving dress and went down. He made a chart, and took measurements of the damaged plates, and a plate was prepared and bolted securely into place. Over this new plate a great poultice of cement was plastered on until the hold was quite watertight again. Then the stokehold was pumped out.

That was the first step to salvation, and we began to regain hope. We were cheered still more when orders were given to take soundings and buoy the deepest passage of the reef. I was in charge of the sounding party, and we charted the neighbourhood of the reef very thoroughly. Directly our course had been decided, we marked the passage carefully with buoys that bobbed and tilted drunkenly in the surf. They lined our road to safety—if we could get off.

We knew the ship would float all right once we could get her into a sufficient depth of water, for although her lower bottom was holed in all directions, the

upper one was intact, and she could float on that. The question was to get her off. There she was, a mass of several thousands of tons, lying on the rocks.

The ship having been stripped of everything possible, the weight that was pinning her immovably to the rocks was the weight of water in her. But how could we get the water out? Pumps were quite useless to cope with it.

Even the submersible pumps were no good, for every gallon we pumped out would have been replaced automatically by another gallon.

When I got back to the ship after taking the soundings, I found that orders had been given for the making of a number of brass fittings to be used as connections. Our engineers were hard at work on the lathes down in the workshops turning out these connections as quickly as they could. The salvage men aboard their vessels were similarly engaged. If you had stepped aboard you might have thought you had walked by mistake into a munitions workshop, for there was the everlasting hum of the dynamos turning the lathes, and brass shavings were piling up in little heaps all over the floor.

When I inquired what was afoot, I was told that Commodore Young was going to lift her with air.

Well, the engineers were at it all night turning out those connections, and in the morning I went down to see what was on. Leading to the lower bottom are a number of manhole doors of an oval shape. They are screwed down tightly with thumb-screws. If these manhole doors had been open the whole ship would have been flooded. In the centre of each manhole door is a valve, and all day long the engineers were labouring to enlarge these valve apertures sufficiently to take the connections they had been making all night.

The men of the salvage section were running pipe after pipe from the salvage craft across our decks and down into the holds until it was difficult to walk without tripping over them, the tangle was so great. We began to assume the air of a wreck that day.

After the most strenuous labour, that lasted throughout the next night, all the valve apertures in the various manholes were made big enough and fitted with screw threads to take the new fittings. The connections were screwed home and attached to air-pipes which led to the air-compressors aboard the salvage ships. Our engineers also rigged up our forced draught apparatus to enable it to be used for pumping air.

A number of tugs crowded round us and made fast their hawsers, and when all was ready the air-pumps started to work. The pumps forced compressed air into the lower bottom at their utmost capacity. The air being under water could not possibly escape. It formed a belt or body of air under the false bottom that grew and expanded with every revolution of the pumps.

The weight of the water pushing against this body of air, of course, compressed it or squeezed it into the smallest possible space. But the volume of air pumped into the lower bottom grew so large that it exerted a greater pressure than the water. It was a battle between the air and water, and the air proved the stronger. It pressed back the water so strongly that it eventually forced or blew thousands of tons of water out of the ship.

Naturally, it took some hours of hard pumping to do this, but at last we felt the ship gradually stir beneath us. She lifted almost imperceptibly as the air blew out the water until it was judged that the moment had come to make the great attempt. The towing craft were signalled to tow for all they were worth, and orders were given for our engineers to reverse engines.

The whole crew was on deck watching and waiting anxiously to see the result of the operation.

Slowly the ship began to slide seawards. There was a grinding sound as we came against a rock that barred our progress. We stopped, and I thought for an instant we were going to fail. Then we began to slide forward again until we reached the channel I had marked and deep water. The miracle had happened. We were

afloat once more. As we floated free the crew went fairly mad with delight. They let out cheer after cheer, and were dancing with joy. I don't think I have ever experienced a more thrilling moment in my life. The tugs and the salvage vessels cast off, and we proceeded to harbour under our own steam. We blew the water out of her lower bottom again by harnessing our forced draught. Then we docked. As a salvage operation this feat has

never been surpassed. All the time we were pinned to the rocks we had been a prey for U-boats. It was only the watchfulness of the screens of submarine hunters that secured our safety. Then there was the great danger of foul weather smashing the ship as if she had been an egg. The odds were dead against the weather remaining moderate long enough for the salvers to get the ship off. But the weather held, and success followed.

### Sir Edward Kemp Visits St. Dunstan's

**THE HON. SIR EDWARD KEMP**, Minister of the Overseas Forces of Canada, on Thursday afternoon, April 10th, presented Military Medals to two Canadian St. Dunstaners.

Lance-Corporal Whaley Austin, 2nd Batt. Canadian Infantry, in August, 1917, was in charge of a machine gun, when the Germans counter-attacked strongly three times. The gun when out of action and with two of his men, Austin jumped over the parapet and kept the enemy at bay with bombs until the machine gun could again be brought into action.

Austin lost his right eye, has very little sight in the other, his left arm is off above the elbow, and he sustained a compound fracture of the lower jaw.

Private Reginald Mallory, of Alberta, 3rd Canadian Infantry, went with a party on a bombing night raid on the German trenches. The party got into difficulties and Mallory was wounded five times, one wound blinding him. In spite of being totally blind, he bombed his way back through the German wire and reached our front lines.

Sir Edward Kemp, who also distributed cups to the members of two Canadian tug-of-war teams, said that as one born and bred in the Dominion, he found it very difficult adequately to express his feelings and his sympathies for those who had given so much for their country. Speaking for the Canadian people and Government, he felt sure that the men could rest assured that they would always

be looked after and made as comfortable as possible. He knew that the care and training they were receiving at St. Dunstan's under the guidance of Sir Arthur Pearson, would be of lasting benefit to them, and the Canadian people were grateful for the attention shown at St. Dunstan's to Canadian soldiers blinded in the war.

### The Graves at Erquingham

**N**EAR Erquingham there lies a field  
With crosses studded white,  
And soldiers sleep within its field  
By day as well as night.

In Britain's many-jewelled crown  
There is no fairer gem  
Than those brave lads who won renown,  
And lie near Erquingham.

Although they lie so far from home  
Their sleep is soft and sound,  
Because to millions o'er the foam  
This spot is hallowed ground.

Care will the kindly peasants give  
To what remains of them,  
Who gave their lives that they might live  
Secure at Erquingham.

The trees beside the shady road  
Will sing a requiem,  
For those who bore the white man's load,  
And sleep near Erquingham.

*Third Reserve.*

### Life in Moscow under the Terror

*Reprinted by permission of "The New Illustrated."*

[The following interesting account of life in Russia under the Bolshevist rule is written by an Englishman who has just returned from that country.]

**I** WISH some of those people who talk about food scarcity and ruinous prices in this country could have a few days in Moscow.

In Moscow for two whole years I never saw white bread, and our ration of black bread was a quarter of a pound per head per day, and the controlled price was about two shillings the pound. For six months I had no potatoes or other vegetables, save cabbage. I had neither butter nor milk for quite long periods, so long, in fact, that I almost forgot the taste of them.

Margarine is unknown in Russia. The only "meat" available was horseflesh obtained from horses which had dropped down from exhaustion in the streets, and the price rose to eighteen or twenty shillings per pound.

**SUGAR THREE SHILLINGS A LUMP.**

Almost the hardest thing I had to endure was the insatiable craving for something sweet. Sugar could sometimes be bought surreptitiously from lads in the street at three shillings for one small lump no bigger than a walnut.

In Bolshevist Russia it is a serious offence to sell sugar in the street, and the vendors keep their sugar in their greasy pockets mixed up with other odds and ends. The "sugar merchant," after receiving and pocketing the money, fumbles about in another pocket, pretending to be searching in its corners, but in reality endeavouring to select the smallest lump from his "stock." Having made his selection he dabs his grimy paw into your outstretched hand. You are expected to thrust the sugar into your pocket, and may examine it only after walking away.

This abnormal state of affairs has been productive of some very remarkable developments in present-day Russian life. One such development is "sackism"—*i.e.*,

traffic by means of sacks. The people who engage in this traffic, which means nearly everybody, are called "sackmen."

**THE GROWTH OF "SACKISM"**

Sackism is prevalent all over "Soviet" Russia. Harsh and cruel laws and decrees passed by the Bolshevists in their futile attempts to check sackism only intensify the trouble. The starving townsfolk know that they can obtain food in the country districts, not at the prices "fixed" by the Soviet Government, but at such prices as the peasants consider a fair equivalent.

So the poor souls are compelled to make periodical journeys, sometimes of several hundred miles and occupying a week or more into the country, just in order to purchase a few coarse provisions.

The peasants, on the other hand, know that they can dispose of their produce "privately" in the towns at remunerative prices, and, instead of delivering their stuff to the Government depôts at the ridiculous fixed prices, journey to the towns, each man carrying a sack. On the return journey they fill the sacks with any articles they may be able to purchase in the towns. Thus there is set up a continual stream of sackmen in both directions. They crowd in their thousands into the totally inadequate passenger trains, block up the entire floor with their sacks, ride on the foot-boards and buffers, climb on to the roofs of the carriages, and even board the front of the locomotive. Many tramp miles to the city with their sacks on their backs.

The Bolshevists themselves acknowledge that in the summer of 1918 the sackmen saved Moscow from absolute starvation. In that summer they brought into the city thousands of tons of food, but at what a cost in time, labour and suffering only the sackmen themselves know.

**IN QUEST OF POTATOES.**

The Bolshevists have repeatedly tried to introduce some kind of order on the trains, but always without success. They



The Conquest of the Air—*continued.*

If you are further adventurous you may climb another ladder and bring yourself outside the ship and upon its top.

There will shortly be ready to take the air the best rigid this country has yet built. It will be a monster of just on seven hundred feet long. To fill its ballonettes 2,724,000 cubic feet of hydrogen gas will be required; a crew of thirty, all told, will be needed to man it; and its full speed will be seventy-one miles an hour. Passengers, luggage, and freight to the weight of fifty tons could be carried in this ship, if employed commercially, and it will carry enough petrol to cruise for eight days seventeen hours.

I now ask you to contemplate an airship about twice as long, with a gas capacity nearly four times as great, and with a range of twenty thousand miles. Such a ship is coming.

To be known as "the ten-million ship," on account of its gas capacity, it is, among other things, going to provide the ideal means of getting round the world. It will have a roof garden, it will have a lift up to that roof garden. There will be dining-rooms, drawing-rooms, smoking-rooms—perhaps even bathrooms. For sixteen days, non-stop travelling at an average of fifty-one miles an hour, passengers will be able to cruise from place to place in this liner of the air. Truly the prospect is alluring.

There are two objections which are often urged against airships. One is the danger of fire; the other, a fact that hitherto a small army of men has been needed to land them safely.

To deal with the fire danger first. There does not seem any need for the frequently-demanded non-inflammable gas in place of hydrogen. During the war British airships did two million five hundred miles in the air, and only in one instance did a ship catch fire. The German Zeppelins, too, did a vast amount of scouting, and—apart from those brought

down by our gun-fire—only three were lost by fire in the air. So much for that.

Now with regard to a big landing party being necessary. This is a drain on man-power—and consequently finances—which should very soon be done away with. The commercial airship of the future will drop its landing ropes, a few men will seize hold of the ropes and attach them to winches—and mechanical power will do the rest.

The elaborate and costly shed at present in use will be abandoned, too. Mooring-masts, contrivances to which airships will be attached and kept riding out in the open, head to wind, have been experimented with for a long time past and have proved themselves adequate. Already a ship thus moored has successfully ridden out a sixty-mile-per hour gale.

I do not propose to enter upon a long comparison between airships and aeroplanes, because I do not believe they will turn out to be rivals in the coming air-age. Their jobs will be different; chiefly the aeroplane will compete with the train and the motor-car; the airship with the steamship. In time, the airship will be able to take passengers and merchandise anywhere a steamer can take them, and in half the time.

The taunt that airships are fairweather craft is not borne out by facts. In 1918, in the British Isles, where you get just about the world's worst weather, there were only nine days on which airships could not fly.

Finally, on the question of comfort and safety, the report of the Civil Aerial Transport Committee has this to say:—"In journeys where speed is not the most material factor, particularly where passengers are being carried and safety, of course, a paramount consideration, the airship offers advantage over the aeroplane in the way of comfort, ease of navigation, capacity of safe flight at low altitudes, and high ratio of disposable lift.