Glorious Tale Of Merchant Navy in War

Notable Tribute To Heroism And Endurance of "Our Magnifient Seamen"

By THE PRINCE OF WALES

The Prince of Wales as Master of the Merchant Navy and Fishing Fleets, contributes a foreword to Sir Archibald Hurd's latest volume on "The British Merchant Navy."

As Master of the Merchant Navy and Fishing Fleets, I welcome the opportunity offered me by Sir Archibald Hurd of contributing a few introductory remarks to the volume which completes the history—based on official documents—of the magnificent part played by British Merchantmen in the Great War.

It has been my fortunate lot to be a world-wide traveller, and I have encountered the British liner and tramp not only on every sea but in many a port i nboth remispheres. The sight of the Red Ensign has, in these later days, given me a thrill of a very special kind, for that familiar piece of bunting can never fail to recall the wonderful record of our merchant seamen throughout the struggle of four and a-half years .

The present volume raises the curtain on what I take to have been the climax of that vast drama—the enemy's plunge into unrestricted submarine warfare on our merchant shipping. Thus was provided the final test of a heroism and endurance unparalleded in history, and how magnificently our seamen responded to the test is to be found chronicled in thes pages. To view that record in its proper perspective it is well to recall those days at the very outbreak of war which already seem to some of us to be almost lost in the mists of time.

The participation of our seamen in the struggle began with the operations of the German raiders. There was nothing surprising or unprecedented in the destruction achiever by the Emden and other German cruisers and armed merchantmen in Eastern waters and elsewhere.

Hostilities were conducted in harmony with the principles laid down by international law. and, though many valuable ships were sunk, the toll was no greater than might have been expected, and not a single life of the captured crews was sacrificed. The British seaman recognized that nothing more was being asked of him than to accept the usual hazards of a naval conflict. It was a phase of the war, in short, in which the dictates of humanity were strictly regarded, and every reasonable consideration was shown to the passengers and crews of the vessels unlucky enough to be taken.

This phase, however, was short-lived. With the arrival on the scene of the submarine and the indiscriminate use of the mine, the whole position for the merchant seaman was changed. He found himself faced by hazards and perils such as he had never before experienced, or indeed had ever conceived as possible.

With the intensification of the enemy's campaign, the British sailor, a non-combatant following an ordinariiy peaceful avocation, saw himself directly involved in the whole frightful mechanism of war, whose grim operation, as I have said, reached its climax in the phase of unrestricted submarine attack recorded in detail in this third volume of the history.

Let us who are land-dwellers not mince words over this thing. It is the glory of our Merchant Navy, and will be so acclaimed by generations to come, that they faced without hesitation the tremendous odds and the frequent hazard of death, undaunted in spirit to the bitter end. Let us not forget, also, that had it been otherwise this country of ours must have perished.

One highly characteristic phase of the work of our Merchant Navy, described in this volume, is that covering the activities of the Auxiliary Patrol. I imagine the Auxiliary Patrol was one of the most striking, as it certainly was one of the most successful, of the many pieces of war- time improvisation which history will place to the credit of the British nation. It was born, as need hardly be recaller, out of those new conditions of submarine attack and indiscriminate mine raids to which I have referred, and it gradually evolved into a vast supplementary fleet.

Here was indeed a medley of small vessels—trawlers fresh from our fishing grounds, drifters, whalers, paddle-steamers so familiar to Channel excursionists, steam yachts so well known in the Solent, motor-launches and motor-boats.

Their hazardus duties were as varied as their types. In their long hours of patrol they watched for and hunted German submarines; they searched for and dragged mines; they fought hostile aircraft; they controlled and examined millions of tons of shipping navigating the Narrow Seas; and in many other ways splendidly seconded the efforts of the Grand Fleet.

Varied indeed these craft were in type, but their crews were animated by one heart and one spirit. As time went on, this collection of ships was welded into a great disciplined service of 4,000 vessels wit hits operations extending as far north as the White Sea, to the Mediterranean and Aegean in the south, and westward to the West Indies. The Auxiliary Patrol was in its days of complete development manned by nearly 50,000 officers and men. The figures representative of the full war effort of the merchant service as a whole would make staggering totals. Therein it was carrying on and even bettering the tradition of centuries.

On Tower Hill a fitting and impressive memorial, bearing the names of the officers and men of the Merchant Navy and Fishing Fleets who have no grave but the sea, and who died that this country might live, was unveiled by Her Majesty the Queen on December 12. It has been erected by the Governments of all the peoples of the whole Empire as a tribute, to last for all time, to these mens heroic services.

It has been said that two-thirds of the Elizabethan fleet which met so triumphantly the shock of the Spanish Armada were merchant vessels, and that the proportions of force with which Drake "singed the King of Spain's beard" was much the same.

The relations of the two great Services have altered since those days, but the Great War has served to prove once more that the Merchant Navy is as essential to-day as ever it was to the operations of the Royal Navy and the safeguarding of the life of the British Commonwealth of Nations. —Edward P., Master of the Merchant Navy and Fishing Fleets.

Settling Britons

There is much to be commended in the plans of the Overseas League for the settlement of one thousand young Britans throughout the Canadian West this year. They are not to be dumped into this country and left to seek their own devices, but from first to last will be kept in close and sympathetic touch with League officials, through the medium of migration stations which the travelling secretary of the League has come to Canada to establish during the next six months. The cost of their transportation and settlement will be defrayed out of a fund subscribed by the merchants of London for the purpose.

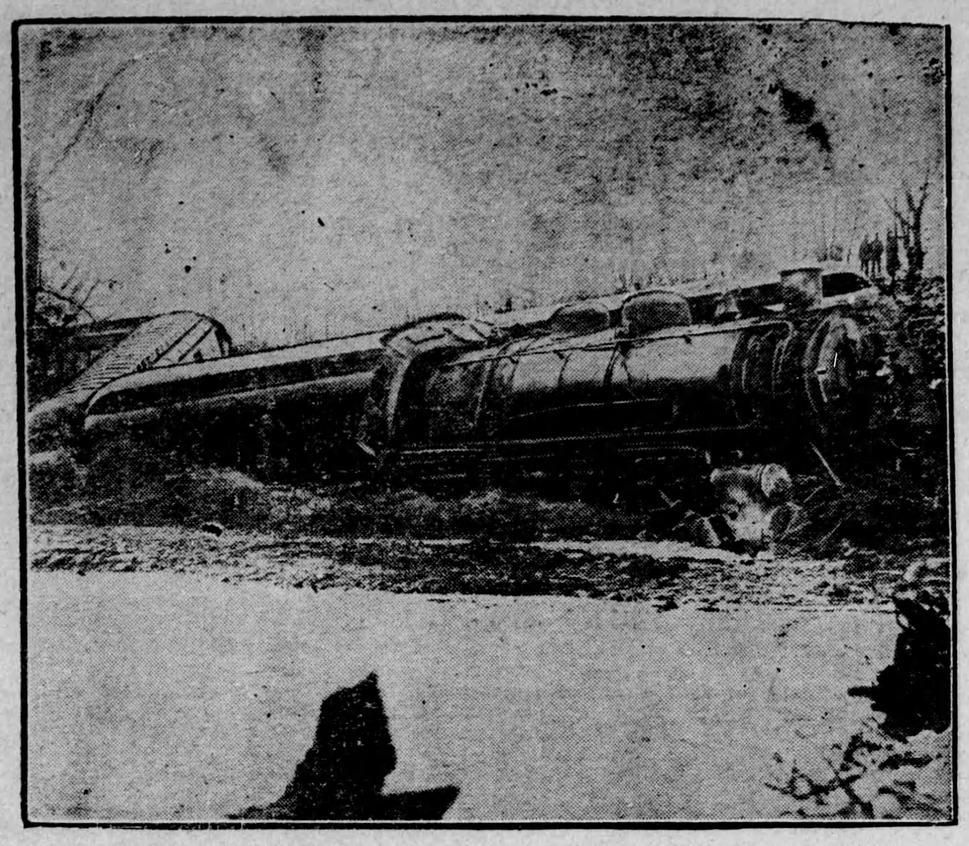
The principal shortcoming in the past in Canada's treatment of immigrants is that they have been left largely to their own devices after their arrival here, and have been severely handicapped in consequence in their efforts to establish themselves in their new homes. While there has been considerable improvement in this connection of recent years, much still remains to be done, and the action of the Overseas League will be a real help, for it is action in the right direction and along the necessary lines.

These young Britons will in due course form part of the backbone of our West. They will be among the future citizens and administrators of the West ,and they will play their part in shaping its destinies and those of the Dominion as a whole. It is in the highest degree necessary that they should be given as encouraging a start as possible, that they should be made to feel they are welcome from the moment of their landing among us, and that their path, which must of necessity be more or less rough at first, should be smoothed as far as is possible consistent with Canadian ideals. The Overseas League holds this idea before it, and plans to pursue it steadily.—Montreal Star.

Bombs in India

London Daily Chronicle (Lib.): They (the Indian Nationalists) cannot at one and the same time put themselves on the side of disorder and work effectively for constitutional liberty. The outrage at Delhi should at least serve to show them the direction in which their intransigence is leading them. Constitutional capacity can only be proved by those who will fall in with the spirit of constitutionalism. The British Parliament would be wrong to shake off its responsibility for India till those who aspire to represent her show they can safely shoulder the burden.

A Strange Wreck With No Ill Results



NONE HURT IN SPECTACULAR TRAIN WRECK CAUSED BY HEAVY RAINS

Loosening effect of the recent heavy rains is believed to have caused a dirt slide which recently wrecked the Lehigh Valley New York-Buffalo express. The only casualties were slight bruises received by two members of the train crew.

World Flight Billed for Fall

Washington Post Prints Details of Proposed Feat—Five-Motored Plane to Hop Off from New York in September, According to Plans

Washington — Six internationally known aviators are preparing to begin a monstop flight around the world from New Pork on the first clear day in September, according to the Washington Post.

The names of only three of the aviators are given—Lieut. Albert D. Hulse, former army and air mail pilot; Capt. Harry W. Lyon Jr., navigator on the transpacific flight of the Southern Cross, and Lieut. L. T. O'Connell, radio officer at Lakehurst. The commander, the newspaper said, will be a World War aviator with more than 5000 flying hours to his credit.

The make of the plane in which they intend to attempt the most ambitious flight ever undertaken was not learned, but it was described as being constructed partly of metal and partly of linen fabric, powered with five 420 horsepower Pratt and Whitney engines, equipped to take on fuel in flight, and capable of a maximum speed of 150 miles an hour and a cruising speed of 120 miles.

Twenty-two stations are to be established along the 13,500-mile route, of which 10 will be used only in case of emergency, the Post says, and two of the five engines are to be held in reserve. They will be sufficient to bring the ship through, the aviators believe, if all three of the other engines break up under the five or six-day strain.

The fuel tanks will have a maximum capacity of 1900 gallons, but only about half that amount, the newspapers say, will be taken aboard at New York to prevent overtaxing of the engines at the start. More fuel will be taken on while passing over Boston, and the supply will again be replenished over Nova Scotia, under the plan, while a third refuelling plane is to meet the nonstop fliers near Glasgow after completion of the transatlantic leg of the flight.

From Glasgow, the route outlined lies over Siberia, thence to Nome, Alaska, south of the United States and along a northern route back to New York. Engine trouble is not expected until Nome is reached, if it is to be encountered at all.

The cost of the flight is placed at approximately $385,000, and the backers of the plan are said to have underwritten it to the extent of $500,000.

Radio Police Call Gives Chicago Burglar Tip-Off

Chicago.—Radio is a great invention, the burglar said.

A woman, recently observing a burglar leisurely looting the third-floor apartment at 5737 Prairie Ave., telephoned police. Police notified radio station WGN, so that word might be flashed to touring squad cars equipped with receiving sets.

A moment later listeners on the WGN programs heard this:

"Detective squads, attention. There's a burglar on the third floor at 5737 Prairie Ave."

The squad of Lieutenant Walter Storms heard the call and sped toward the address given. They entered the apartment and found the robber gone.

In a corner a radio was going full blast. Tucked under the lid was this note:

"Dear Radio Man: Thanks for the tip-off. You're a swell announcer. I'm now signing off."

Canadian Combines Act Found to be Valid

Ottawa—The Combines Investigation Act of 1923 dealing with conspiracies in the restraint of trade, and challenged in 1927 by the Proprietary Articles Trade Association as ultra vires, has been declared valid by the Supreme Court of Canada.

When this association of druggists was found to be a combine in restraint of trade, following an injury by the Federal Government they filed a complaint and the matter was referred to the Supreme Court. The effect of the judgment is to uphold the act and any procedure of injuiry or subsequent prosecution which it sets up, in combination between the Dominion and provincial authorities.

An old saw is best if not too cutting but never dul.—Christian Science Monitor.

Shackles of Past Are Thrown Away

Revolutionary Movements in Recent Years Find Sex Clamoring for Its Rights

Although the days are past when Chinese parents threw their girl babies into the river, says "The Pathfinder," they are still very anxious that their babies should be boys and not girls.

One of the best things about the new regime in China, which mean largely the shaking off of the shackles of the past, is the improvement in the condition of the women. They are coming into their own. They were active in the revolutionary movements and there is a widespread and growing demand for women's rights.

Not only has the drowning of girl babies stopped, but the old barbarous habit of binding the feet of women to keep them small is rapidly becoming a thing of the past. It is forbidden by the new republican government.

One of the real powers in the present Nanking government is the wife of the president, Mrs. Chiang Kai-shek who has been accused of aiming at a throne. Another woman, Mrs. Soule Cheng, represents the Nankin government in France. Several of the women now prominent in political life are graduates of American and European schools.

The new government in its ignorance has tried to tell the women how to wear their hair and how to make their dresses, but it has already learned that such efforts are useless.

One evil practice, still apparent, is the selling of women into slavery during the times of distress. The Rev. F. J. Griffith of the Church of England recently stated at Peking that 17,000 women and girls of the new province of Sulyan had been sold into slavery because of the famine and that they brought $100,000 in gold. They were taken into Inner Shansi. The women are bought by wealthy people who use them for servants. That practice forms one more problem for the new government.

It is well to know that right is always moving toward victory.

Describes Causes Of Unemployment

Sir William Clark Gives Survey of Situation in Britain

QUESTION OF TIME

High Commissioner Asks Welcoming Hand for New Immigrants

Vancouver.—Causes underlying unemployment in the old country were described by Sir William Clark, high commissioner for Great Britain to Canada, in a statement that gave a comprehensive survey of the situation from pre-war days to the present.

The obvious momentary relief, emigration, was referred to by Sir William when he bespoke a welcoming hand to those men and women of British race who came to Canada to make a fresh start. "While we look forward confidently to the eventual restoration of our trade, we must recognize that the necessary readjustments, the fuller reorganization of our older industries must all take time," said the speaker.

"Our financial position is strong enough to enable us to carry on during this intermediate period but that does not help those who want employment, and I am sure that all of you in Canada will desire to give a helping hand to those who come here."

INSURANCE QUESTION

Sir William suggested that unemployment insurance was organized in recognition of the well known economic fact that there must always be some measure of unemployment in great industrial countries, especially in trades affected by the seasons of the year.

"There is a new spirit of co-operation, a new desire of employers to get together and study jointly the difficulties besetting our trade," Sir William said.

Various plans of the Government for reducing unemployment were suggested by the high commissioner, including that of emigration to the overseas Dominions.

"There is no question," he said, "of trying to place men in Canada who have not first been approved before the Canadian authorities as thoroughly suitable and of a type likely to make good. The training which the men undergo, is an additional and very important safeguard. It not only gives a man some knowledge of his job and some acquaintance with Canadian methods and Canadian farm implements, but it also serves to try him out thoroughly and to test whether he is likely to make a success on the land."

Ancient Ur Proves Flood

Leader of British Museum Expedition Declares Discoveries There Confirm Story of the Deluge, and Alter Whole Aspect of Archaeology

Brunswick, Me.—"The excavations at the city of Ur during the past seven years by the point expedition of the University of Pennsylvania Museum, of which I am the leader, have changed the outlook and given an entirely new aspect to history and archaeology," declared C. Leonard Woolley, British archaeologist, speaking at the second session of the Bow-Sciences recently.

Sciences on April 30.

"It is not only a picture surprising in itself but it is an addition to the science of history which completely revolutionizes our ideas and obliges us to look for the roots of our civilization to-day in a field hitherto unsuspected.

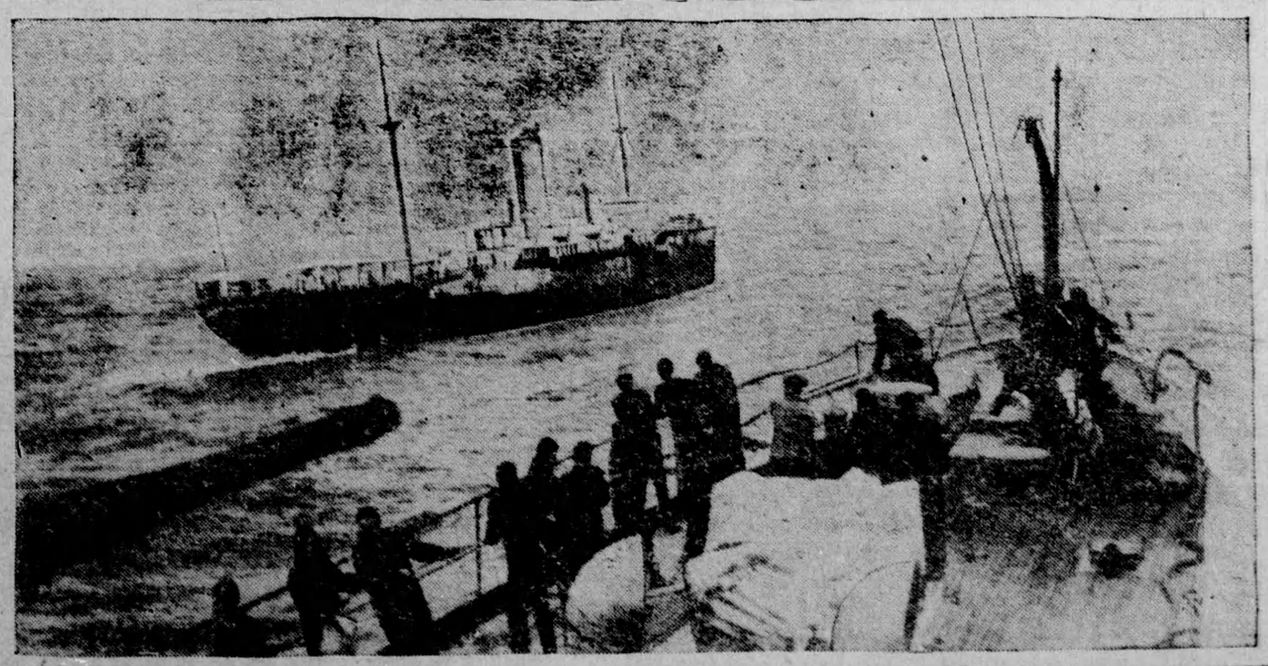
"The rise of this civilization was interrupted at a period we cannot yet date by a great disaster, which has left its record in the story of the flood. Of this disaster we found last winter material proof enabling us not only to confirm ancient Sumerian records, but to state that the Biblical story of the deluge is based ultimately upon historical fact.

"The excavations which have been going on for seven years have dealt almost exclusively with the central part of the city, which was the religious quarters dedicated to the Moon God, Nannar. The period of the city's greatest political importance was about 2300 B.C. when it was the capital of the empire.

"The tombs of private people and of kings of that date have yielded most astounding relics in gold, silver, copper, stone and mosaic work bearing witness to culture older than the First Dynasty of Egypt, and equal to almost anything that the ancient world produced. Its art was of a remarkably high quality; its architects were familiar with all the basic principles of construction known today. Writing had already been invented; society was well organized and international trade extended over half the continent."

Old Fashioned Youth: "Eunice, worthy as I am, I have resolved to sue for your hand." Business Man's Daughter: "All right, go ahead and sue!"

A Story of the Sea Told By Camera



COAST-GUARD CUTTER EFFECTS RESCUE AT SEA

This picture of a rescue at sea was taken as the coast-guard cutter Moja vo passed a tow-line to steamship West Hika disabled and unable to proceed to port.