The U-Boat

I don't hold much with war. Not that I can't enjoy a scrap—you ask Sullivan about that—but when a fella captures a submarine 'e should be allowed to keep it until 'e can get home.

It's not easy to capture a German submarine without doing any damage. Mindjer, I had to break a few noses and some of the carpets wanted cleaning afterwards, but there was no great damage to the ship itself. Anyways, it was the fault of the Germans themselves in the first place.

I was coming home in the Awlova, an old tramp belonging to Demitrioff Caracappoulis Constantinople, the Welsh shipowing firm of Greenock.

Why in blazes the squareheads wanted to waste torpedoes on that old packet I can't understand, except they thought she was a submarine. Well, we was nearly a sub ourselves, anyways. Whenever she left port she dived under and came up at the other end. She'd ship water in a dry dock. She couldn't manage six knots with a push from a tug. I remember she made Cardiff one night at six and a half because the Chief Engineer heard that 'is wife 'ad gone to stay with her mother at Aberdeen for the week-end; but the Old Man played up Old Harry because the Chief shut the steam off the whistle—wouldn't have made the speed otherwise. So the Captain arrived home to a cold supper.

This has nothing to do with the story, but whenever I think of that old hooker I think of farmers. We had just picked up the Lizard Lighthouse one night in the war and we was bowling up the channel just like a lame duck after a bath in a brewery. Up came one of them naval destroyer boats.

"Hey!" 'e sez, "yer mustn't hang around 'ere like this. Get a move on. Heave up yer anchor and go full speed."

Royal Navy or no Royal Navy, the Old Man and the Chief Engineer told 'im lots of things that wasn't too polite. We weren't surprised at 'im being surprised that we was going full speed.

"All right," 'e sez when he got a chance to speak, "put a few more [illegible] on yer 'ere an' I get more [illegible] German subs 'round [illegible]

[illegible] like a shaf, and his [illegible] from the propellers stopped us dead [illegible]

[illegible] the old Awlova kept coughing [illegible] when the flood made we [illegible]

[illegible] the time that the Chief [illegible] the Old Man finished their game [illegible] we were a hemp jetty [illegible] There was [illegible] work; I fell on the [illegible]

[illegible] a Fourth play- [illegible] the Chief.

[illegible] the Old Man [illegible] went [illegible] for the [illegible] was hurt, but [illegible] because [illegible] of mariners [illegible] We was busy [illegible] boats which we [illegible] No. 1, old [illegible] to settle down for [illegible] she was tired and [illegible] down in it comfort- [illegible] We 'ad got away in the [illegible] when over she went like a [illegible] wagging her tail. We [illegible] Keep a good [illegible] the German sub. We [illegible] a few things that [illegible] our minds.

[illegible] bright spot in this [illegible] Ginger lost his concertina. If only Ginger and his concertina had been taken by the Germans we'd ha' been satisfied and serve them right.

One of the Germans came that submarine, as we thought, so we let fly all our weapons, seaboots, knives, boat-hooks and all. The Captain of that destroyer showed us that 'e could swear as good as any real sailor, but 'e took us aboard all the [illegible]

On the way to port this naval [illegible] talks to us.

Why don't yer join the Navy?"

"Then whenever yer meets the enemy," 'e went on, "yer'll have some guns to hit back at 'im. Those who wants to go 'unting for German subs," sez 'e, "put yer 'ands up."

That's 'ow I joined the Navy for the duration, as they called it.

'Bout a month after that Ginger and me was sent off to join a little tub of a thing that was called a chaser. 'Er name was the Julia Anne. Ginger said it was unlucky. 'Is first wife was called that name. By that time I was taught 'ow to salute admirals and officers, and 'ow to keep step, and a lot of things that no sailorman wants to know. We was allowed a bit of fun once in a way. Whenever we found a mine we was allowed ten minutes throwing lumps of coal at it until some real naval fella caught us at it and got cross.

Glory of glories! Then we met the German sub. We didn't know 'e was there until our stern was blown off with a torpedo. We had a lot of these 'ere depth charges aft, and they made an 'ellova bang. When I came to the surface I struck out for the Julia Anne; but she was nowhere to be seen, so I did the next best thing: I hung on to a grating.

Now let me tell yer a grating is the cussedest thing in the world if you want to get on top of it. 'Bout a cables' length away I spied Ginger and some others on a "carley float"; so I said what I wanted to say about the grating and struck out for the float. Just then Ginger and the rest of them commenced yelling out. I thought at first they weren't anxious to have me share it, so I told them what they might expect in a few minutes.

"Look out!" bawls Ginger. "Look out!"

"That's more than you'll be able to do when I've planted me 'unch of fives' between yer eyes," sez I.

Just then I was lifted clear out of the water and I found meself hanging on the wire forestay arrangement of a German sub as she came awash. I steadied meself and made my way to the conning tower just as we were abreast of Ginger and 'is crowd.

"Knock 'is face in for me," sez Ginger, "and I'll call off the four plugs of tobacco that yer owes me."

"Ow the 'ell does yer open these things?" sez I. I thought I 'eard Ginger say something about a tin opener, but by that time 'e was far away. I took off a seaboot as a reserve to me sheat knife, and waited for the conning tower to open. Then the lid of the conning tower began to lift and I waits till it was just 'igh enough to give me arm-room and I plugs the squarehead right on the nose. When a German swears it's just as if 'e'd swallowed some 'ot spuds and was trying to cough them up again. Somebody passed him an automatic, so I plugged him 'arder than ever and 'e dropped down below. As they were trying to close the lid again, I slipped me seaboot in, and the language was something awful. To make it more homelike they brought a couple of folks to swear in English, but I could give 'em both points in that. It wasn't long before they found out about the seaboot, and every time a hand came up to free the boot, I jabbed with me sheat knife.

All this time we was hustling along about eighteen knots and Ginger was out of sight. Close beside me was a periscope which was home two blocks, so I spared a few precious seconds to slip me sock over it. It wasn't long before they was swearing in several other languages.

Nearly taken unawares I was. A long arm shot out and nearly grabbed me whiskers as I ducked. Another arm shot out with a waving automatic pistol, blazing away like a maxim gun; but I lost my knife. After pushing me gun inside the conning tower I let 'em 'ave four quick shots which stopped the bad language.

"Open this blankety blank conning tower!" sez I as polite as I could, "or I'll blow yer all to blazes. Don' wait till I lose my temper," I tells them.

"Let's talk quietly about this," I heard somebody say. "I'm the Captain of this under-sea boat," sez this fella. "What do you want?"

"Will yer surrender?" sez I, "and come quietly?"

"One minute, sir," sez this square-head.

"None of your lip," sez I, "and don't 'sir' me!"

"Very good, sir," sez 'e. "We'll surrender."

Just then half a dozen arms grabbed me all over. I hadn't an earthly, for they had a back door to that submarine somewhere at the after end. 'Fore yer could say, "Dandy funk," there was I trussed up like a chicken and being lowered into the conning tower.

Now the innards of that ship was a proper box of tricks all right. There was me with wheels and levers all round.

"What the blazes sort of trick was that?" sez I to the Captain.

"All's fair in love and war," sez 'e slowly. Then 'e sez, "And how's Mr. McGinty?"

So I sat up and looked 'ard at 'im.

"Do you remember the old Brenfield?" 'e went on. "You taught me a lot. I was an ordinary seaman with you as bosun."

"Yes," sez I, "And I'm going to teach you some more. I'll show you the way to the East coast—the 'Umber will do."

"Ho! ho!" 'e laughs, "Good old McGinty!"

Suddenly someone yells out and the Captain barks out some orders.

"There now, McGinty," 'e continues after a while, "you're just in time. That's one of your destroyers and you'd ha' been dead if——." Just then there was a terrific bang.

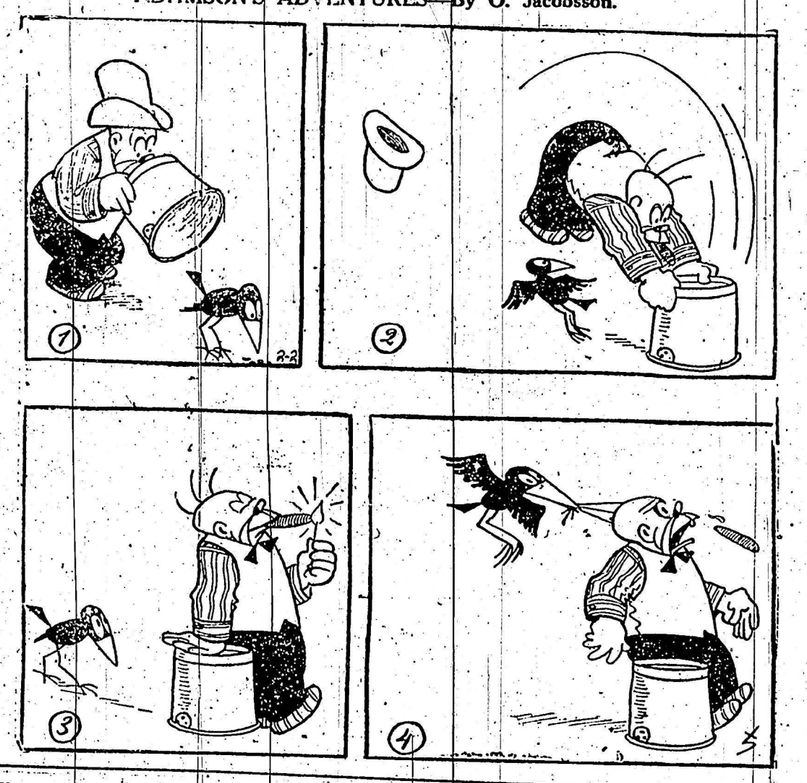
"That's nothing," 'e sez, "only a dud. No use us going up now," 'e sez, "that destroyer might damage us."

"Where are we?" I asks 'im.

"Fifty feet below," was 'is reply.

"All right," I sez, "'ead 'er round for the 'Umber and put some speed on."

ADAMSON'S ADVENTURES—By O. Jacobsson.



"Very good, McGinty," 'e replies with a laugh.

"Well, he treated me fine with a good feed and dry clothes."

"Come on, McGinty!" 'e yells after a while, "We're nearly in port."

So up we goes on deck, and darn near alongside we were. We had our flags flying and there was no less than three red ensigns flying over the submarine. I was glad to see that 'e 'ad some sense and gave the credit to the Merchant Service and not the Navy.

"This doesn't look like the 'Umber," sez I.

"Perhaps it's been changed since you last saw it," 'e tells me.

"Then they've been mighty quick," was the reply. "I only left there the night afore last."

"Don't you know Goole?" 'e asks me. "It's on the way to the Nottingham Docks."

Just then we slips alongside a quay. The bands were playing and whistles blowing, and I was wondering 'ow they found out ashore that I'd captured a German submarine.

"Hurry up, McGinty!" sez the submarine Captain. "I've got something here for you," and then 'e 'ands me a piece of paper. "Read it," sez 'e, "read it." So I did, and this is what it said:

"This is to certify that Albert George McGinty, sometime A.B. and Bosun in the British Merchant Service, did capture single-handed on the high seas the German Unterseeboot No. 147, on the afternoon of September 23rd.

"He further materially assisted in the safe navigation of the said capture to the naval seaport of Wilhelmshaven by not interfering too much. For this valuable service the Fatherland is grateful.

"Signed,

"Count Von Dunlopper and Bache Sphringe."

When I looked around to speak my mind 'e was talking to some officers, so I walked across slow and determined-like.

"Come here, McGinty," sez 'e very pleasantly. "There's a Danish steamer what wants an A.B. quickly, but don't forget that you're to sign on as a Turk, otherwise you'll remain in Germany as a prisoner of war. Good-bye and good luck. Hurry up or you'll miss yer passage."

So I hurried up.—From "Carry On."

"I shall leave all my property to my wife on condition that she marries within a year." "Why do you say that?" "I want someone to be sorry I died."

Helpful Hints

Light-colored kid gloves may be kept clean by going over them with an art gum eraser after each wearing.

A folding camp stool, painted to match the decorative scheme of your guest room, and with a seat of cretonne, makes an excellent suit-case rack for your guest.

If mahogany or walnut furniture gets a deep scratch, apply iodine to the scratch, allow it to dry, and polish.

When you buy potatoes in ordinary quantities, empty them into your sink, wash them thoroughly and dry on the drain board. If put away clean, they are always ready for use, without the delay and annoyance caused by the usual soil-encrusted potatoes.

Rumania Investigates Canadian Methods

Winnipeg, Man.—An official delegation representing the Rumanian Government is now touring Western Canada, making a special study of Canada's system of handling her grain crop of 250,000,000 bushels and wishes to base her system of handling it on that developed by the Dominion.

Every phase of grain growing and handling will be studied, and information also will be gathered on the organization and operation of the farmers' wheat pools, now operating in each of the three prairie provinces. P. Demetriad Braila, general director of docks and harbors and secretary to the Ministry of Communications for the Rumanian Government, is heading the party.

Absorption of Immigrants

Edinburgh Scotsman: Canada and Australia are no more able than older countries to absorb at any given time an unlimited number of immigrants.

There is plenty of room in Canada and Australia for man to starve and die in; there is only a limited amount of room for men to work and live in. It is no paradox; it is simply the effect of an ordinary economic law that at a given time there is only a limited demand for labor. No doubt there is an almost unlimited demand for competent and healthy men who will work on the land; but for that life there are comparatively few applicants, especially among the older men, who are our most serious problem.

Road and Rail

Truth (London): What seems to be required in the collective interests of the public is unified control over both methods of transport. There is already an adequate amount of direct public control over the roads, and a certain amount of public, but indirect, control over the railways; but the authority is in different hands, and there is no means of coordinating their functions properly. If both methods of transport were made subject to a single State authority, there would be no question of rivalry or conflict of interests between them.

Retiring Spy-hunter Had a Colorful Career

Inspector Robert Brown of the Special Branch, Scotland Yard, who has just retired, was one of the great spy-hunters of the war. Mr. Brown was destined for a legal career. He became a law student, but gave up law to join the metropolitan police. During his career he was called up to watch over the safety of many notable people.

Austro-German Union

Sisley Huddleston in the New Statesman (London): The inevitability of the union of Austria and of Germany becomes apparent to all eyes. It was illogical to smash up the Austrian Empire. On one side was left a great and powerful nation, and on the other side was left a frabmentary and helpless country whose racial affinities with its big neighbor urged it to join the Germanic Federation. . . . The question of the "Anschluss" is destined to become one of the most difficult and dangerous questions of the new Europe.

Coffee Soon Stales

There is nothing more discouraging than to have ones husband make a wry face at his cup of coffee when only the day before he vowed that that same brand made the best coffee he had ever tasted. In more homes than is realized the coffee provides the real grounds for divorce.

This problem which upsets so many homes comes from two things: the quality of the bean and the freshness of the bean.

Roasted coffee, particularly when ground, rapidly loses a gas which contains the aroma and flavor. Ground coffee left exposed to the air will deteriorate rapidly in both these points, and the better the quality of coffee the greater the loss of aroma and flavor. In twenty-four hours coffee loses two-thirds its strength (in the form of gas) and decreases regularly to the tenth day, when it has lost practically all its aroma and flavor and will be decidedly stale. The heavier the roast the more gas escapes from the coffee.

According to investigators coffee may also be spoiled by absorbing other odors. These foreign odors are sometimes absorbed in the boats coming up from South America from the rest of the cargo—rubber, bananas or hides. Or odors may be absorbed in the grocery if the coffee is not in proper containers—from soap, kerosene, cheese. Or from the housekeeper's own kitchen cabinet if not adequately protected from cheese, spices, etc. A keen taster of coffee will recognize such foreign odors—others will merely think the coffee poor without knowing why or looking into its packaging.

To keep coffee fresh and free from foreign odors sealed coffee is recommended.

Quality of coffee is quite a different thing from freshness. As far as flavor is concerned there are two sorts of coffees from which to choose: the heavy bodied coffees like the large beaned Java, Maracaibo and Bogota; and the small beaned acid coffees like Mocha and Santos. Some like a straight coffee, but most prefer blends of these two types. The majority of the nationally known brands of coffees are blends of several beans. So if you are still looking for your ideal cup of coffee, first try different brands and blends to get the body you want, then look to its freshness.

Progress

No man who feels the worth and solemnity of what is at stake will be careless as to his progress. To become like Christ is the only thing in the world worth caring for, the thing before which every ambition of man is folly, and all lower achievement vain. Those who only make this quest the lives can ever begin to hope to reach supreme desire and passion of their it.—Henry Drummond.

Eleven plants in Canada made in 1927 over 19,000,000 pounds of macaroni and vermicelli, the value of which was $1,547,359. Canada also imported last year over 2,000,000 pounds of these products.

What do we live for if not to make the world less difficult for one another?—George Eliot.

Remarkable Find of Fossil Remains Made in Australia

Signs of the Earliest Known Creatures Discovered on Flinders Range

Sydney, N.S.W.—Much interest has been aroused by the recent discovery of proofs of animal life of an antiquity hitherto undreamed of by Sir Edgeworth David, emeritus professor of geology at Sydney University.

Sir Edgeworth's statement, as supplied to the Sydney press, indicates that he was delayed in his discovery by prevailing mistaken theories as to what conditions obtained in the pre-Cambrian period. He had looked for remains that were supposed to be existent, and not being able to find it because the supposition was incorrectly based, thought the rocks he examined were fossiliferous blanks, and so regarded them for two or three decade. The specimens were from the Mount Lofty and Flinders ranges of South Australia. There are plenty of rocks there that under the microscope tell of animal life existing hundreds of millions of years before the period of limitation hitherto imposed by science.

"The rocks show traces of the life of nearly 600,000,000 years ago," remarked the profesor. "The fossils range from the thickness of at least 10,000 feet of stratum, and the fauna revealed must therefore have existed for many millions of years, and as it was a marine fauna, spread over approximately 1,000,000 square miles of Australia, it must have crossed the Pacific and other contemporaneous oceans. It may therefore be predicted that it will be found in other parts of the world."

Most of the specimens consist of animals—now to natural science—allied to the sandworms found on Australian ocean beaches to-day, and to form related to shrimps, prawns, or crayfish. There are other forms of animal life, and the professor anticipates a rush of paleontologists to study the fossils. They are finely preserved, he says, and this is an surprising to him as anything else about them. He speaks of their color as "ranging from a delicate rose madder to pale bronze greens," and describes themas "exquisitely lovely."

Sir Edgeworth is continuing his investigation of those ancient fossils, and has the collaboration of Prof. Walter Howchin of South Australia.

"Jack says he loves me better than his life."

"But look at the life he leads."

Colorado Fights Crickets With Poison and Fences

Thirty-five million dollars' worth of non-replacable raw material, gasoline, is being thrown away annually because of the limitation placed on sulphur content in motor fuels. According to "Industrial and Engineering Chemistry," this sulphur tolerance could be greatly raised for summer weather, but with proper crankcase ventilation it has not been shown that sulphur will cause corrosion above 32 degrees Fahrenheit. "It reveals the fact that more than two-thirds of the country's total consumption are used in warm weather, when, according to all published evidence there is no danger of corrosion. It seems absurd to refine this huge amount of gasoline arbitrary sulphur specification which in most states throughout the greater part of the year appear to be worthless and to serve only to necessitate wasteful refining practice."

Canoe Hints

A clever canoeist never fights the current when he can help himself. When working upstream there are many stretches where the current may become an actual aid if you know where to look for them—a back eddy here or a pool of dead water there. If you hug the inside of the bends you miss the fastest water on the outside of the bends and also have the advantage of slack water and back eddies.

Airship Resembles a Great Cathedral

Work on Enormous Blimp Nearly Half Completed in England

PROBLEMS CROP UP

Power Generated From Five Independent and Detachable Units

Lo[illegible] The image or a great cathe[illegible] which as vast as an yet built, [illegible] the size of pyramids, [illegible] aloft, putting the Houses of Parliament to a grotesquely short [illegible] Seemingly all ribs and made out of [illegible] lightest of metal is the impression [illegible] obtains from an inspection of R-101, the largest airship yet [illegible] in Great Britain, with its [illegible] construction.

The [illegible] may in time be seen at [illegible] mast now being erected [illegible] as it is designed for a transatlantic service. It was the privilege [illegible] representative of The Canadian Press to look round and enter [illegible] the Royal Aircraft Works [illegible] Bedfordshire. A [illegible] being built at Howden, Yorkshire.

The [illegible] parts of each have been [illegible] hand, but they had [illegible] speed of seventy miles [illegible] height of 5,000 feet and [illegible] radius of 400 miles without [illegible] The R-101 [illegible] and has passenger [illegible] on two decks. There [illegible] berth sleeping cabins and [illegible] room capable of seating [illegible] A kitchen with [illegible] gas stoves will connect with [illegible] a small elevator. There [illegible] smoking room on the lower deck [illegible] quarters for the crew.

Half Completed

[illegible] working the work on [illegible] the air is now about half [illegible] The aircraft factory [illegible] taking no chances, however [illegible] expert designers [illegible] are still learning how [illegible] small matters [illegible] consumed in carrying cargo [illegible] and so on.

[illegible] girders which make [illegible] the ship are put together [illegible] The whole [illegible] into place. Power [illegible] from five independent units [illegible] of which may be [illegible] a spare supplied. [illegible] lying at [illegible] will be [illegible] the R-101 will [illegible] made good at her [illegible] a new company [illegible] will be formed [illegible] Canada [illegible] Australians [illegible] the new ship [illegible]

The [illegible] Eternal vigilance is [illegible] the price of air [illegible] Empire as a [illegible]

Know Whistles When Afloat

Unlike [illegible] automobile horn, the [illegible] whistle is a thing which [illegible] language.

"Every [illegible] or series of blasts on [illegible] means something to [illegible] operator or should [illegible] When a [illegible] boat is approaching, no matter [illegible] what angle, there is a rule, a [illegible] one, for the situation. The simple "one-two-three" signals of the boat [illegible] comprises the absolute minimum which you should know in operating a pleasure boat anywhere.

When [illegible] boat is coming head on, or almost [illegible] one or the other must make known [illegible] intention in passing. If you [illegible] pass the other boat with your [illegible] to his port side, give one [illegible] If you wish to pass to starboard give two blasts. If you simply [illegible] that port is a word of [illegible] and starboard is a word of [illegible] syllables, you have your formula [illegible] your two signals to apply proaching [illegible] tied to your memory. If your [illegible] agreeable to him, he will answer [illegible] with the same signal. If not he [illegible] the other, indicating the course [illegible] wants to take. If that is agreeable to you, answer him in kind.

If there is danger of collision, give three short blasts, indicating: My engines are [illegible] full speed astern. If he does [illegible] skewise or if the danger is not [illegible] by your action, give four short blasts, indicating danger.

Socialism

Nation[illegible] Athenaem (London): The development of public utilities is tending more to become the province [illegible] State. Various causes combine [illegible] promote this tendency. There is [illegible] drift towards State Socialism [illegible] growing reluctance to permit [illegible] utilities to be exploited for private profit. There is the [illegible] reform [illegible] which has led to [illegible] subsidizing [illegible] consuming. There is technical [illegible] which has substituted [illegible] railroads as the [illegible] of internal transport.

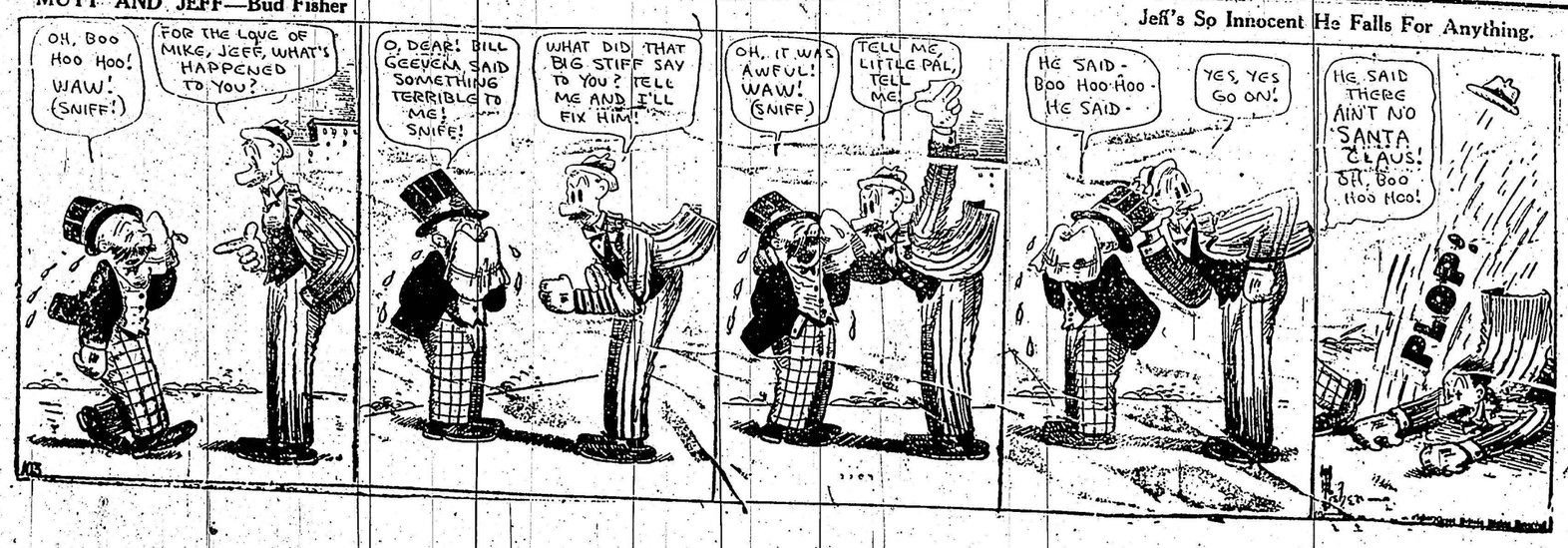
Production and Food Supply

Speaking [illegible] (London): Production could [illegible] considered apart from ideas of [illegible] the Empire as a whole [illegible] preferences would have to be [illegible] the Dominions. The difficulty [illegible] is that the bulk of what we [illegible] from the Dominions is agricultural produce. Those who think that [illegible] safely put a tax on foreign [illegible] in order to help the Dominions [illegible] British industry, in general [illegible] living in a fool's paradise.

Our [illegible] system was not aiming at [illegible] that was felt to be worth [illegible] promised many pleasures but [illegible] less.—H. G. Wood.

MUTT AND JEFF—Bud Fisher

Jeff's So Innocent He Falls For Anything.



THE ONE YOU HOPED FOR
UNIVE
A long reading field that greater comfort in reading distance field all around this ing segment. Allows you to your natural poise. Removes aged attitude that usually ranies Lifocals.
Ask Your Eye Specialist