

Britain's Standard Ships in Various Stages of Construction

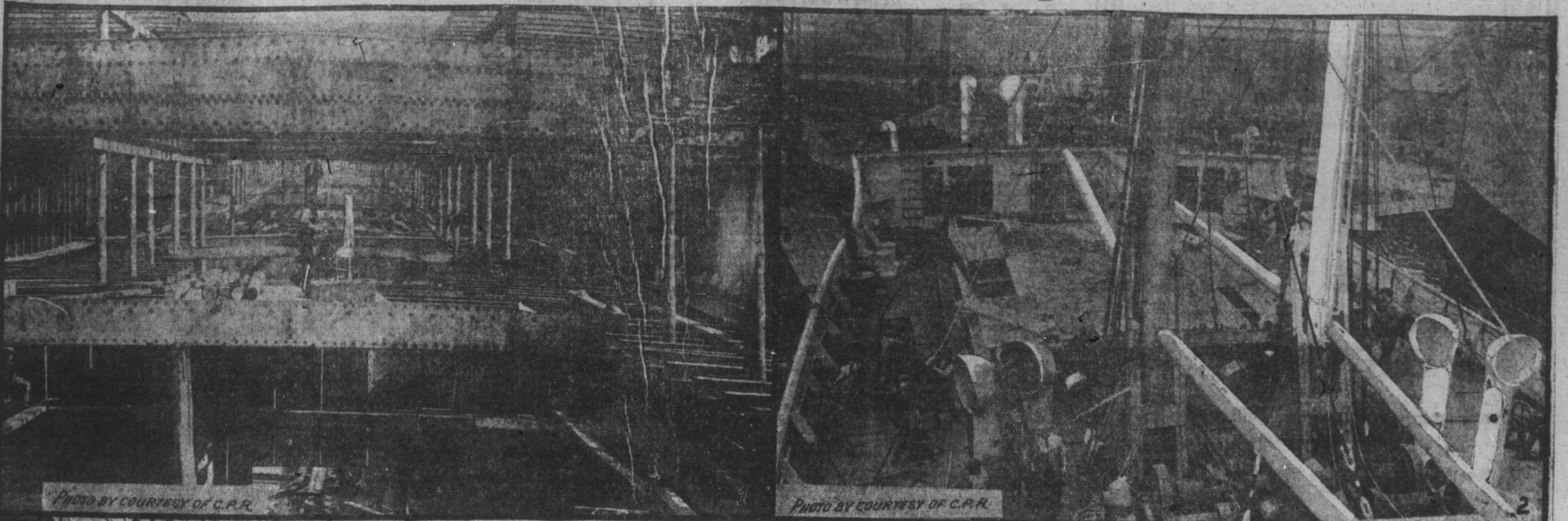


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With The British Navy in War Time

THE Standardizing of Ships has been recently introduced into Great Britain, and the many great shipyards in the little isles are busily engaged in turning ships out just as Henry Ford turns out motor cars. The necessity for the standardizing of ships has been brought about by the ravages of the Hun submarine on the high seas, and every effort is now being put forward by the great shipbuilders in England and Scotland to cope with the loss by speeding up shipbuilding. The standardizing of construction was consequently introduced. The accompanying illustrations demonstrate what developments have been made, and while the war certainly has its sadness, it has stimulated the initiative genius of the Britishers. The result of the standardizing of ships means that Great Britain can successfully defy the largest conceivable output of submarines by Admiral Tirpitz and his myrmidons.

- (1) Standard ships in various stages of construction between decks.
- (2) Men at work on deck of an almost completed ship.
- (3) A standard ship, showing the stern and screw.
- (4) Construction work on deck.
- (5) Constructing a standard ship—preparing a hawse pipe.
- (6) Cutting a porthole.
- (7) In the Work Shop Preparing Parts—Punching holes in thick plate and rivetting.
- (8) At work on deck.
- (9) Winter rye at Indian Head, Saskatchewan.

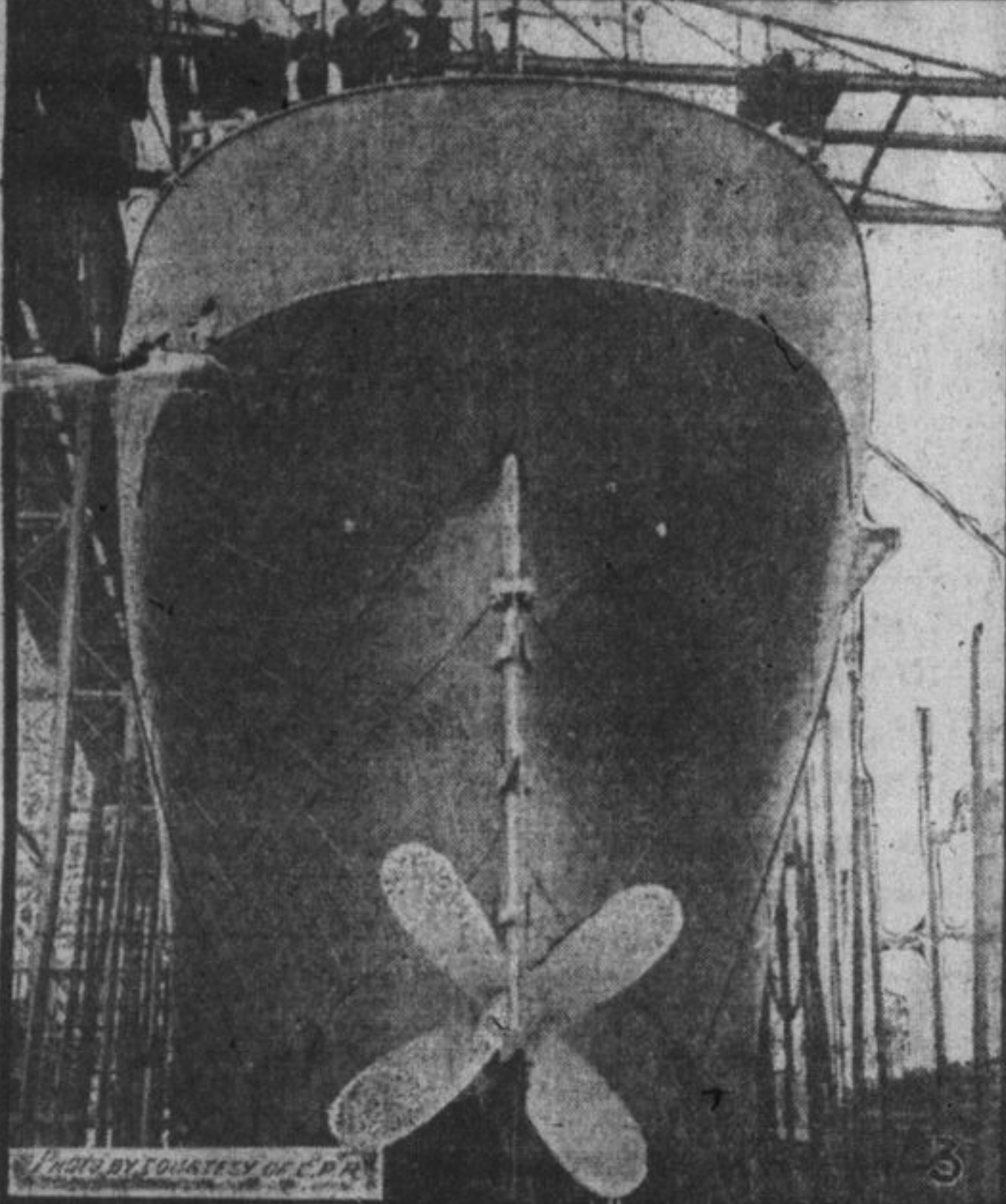


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PRODUCTION OF RYE INCREASING

GREATLY increased production of rye is one of the marked developments of agricultural activity. Canada in 1917 produced 3,857,000 bushels of rye—a million more than in the previous year—and while wheat will always be the premier crop of this country, and while Canada is still a very long way behind Russia, France and the United States in the production of rye, there are indications that the future will see greater attention paid to this cereal than previously. The consumption of rye bread instead of wheat bread is given as one of the reasons for the increased production. There was a time when ignorance of its food value had created a prejudice against rye bread in the great wheat eating countries; but the necessity of conserving wheat has resulted in the adoption of rye bread, and simultaneously, we have all discovered how palatable it is. The dining car service of the Canadian Pacific Railway did much to introduce it to the Canadian public and to popularize its use. The Province of Ontario was in 1917 the greatest producer; 65,000 acres being cultivated to rye, but the three prairie provinces between them were a large contributing factor, over 2,200,000 bushels being raised from 121,000 acres.—R. T. C. S.



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