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Many Changes Being Made In British Naval Forces As Result of Great War

THE extent of the renovation of the British navy can be appreciated only in the new reorganization of the fleet. It is almost impossible to realize that some of the most important ships of the Grand Fleet during the war have already passed to the reserve, and that one ship built only six years ago has been sold and others have been consigned to the scrap heap.

The British navy is divided into two major parts. The Atlantic or Home Fleet is the most powerful, of course, while the Mediterranean Fleet is equal in power to either the French or the Italian forces. It is no longer necessary to maintain an Australian fleet, as the Australian navy is beginning to assume large proportions, having to its credit one battle cruiser, four light cruisers, eleven destroyers, one flotilla leader, several old cruisers, and various other ships. In addition to this the light cruiser Chatham has been presented to New Zealand and will be available to the Australian forces in any time of emergency.

There are both a North and a South American cruiser squadron; the South American force has just been depleted by the sale of two ships to Chile. A small force of cruisers is stationed off the African coast and another cruiser squadron with several gunboats has been ordered to the East Indies. Still another cruiser force has been ordered to the Asiatic or China station. At various other posts are stationed further fighting forces and thus Great Britain could assemble quite a formidable fleet in any quarter of the globe in a comparatively short time.

With this force to hold the territory while the Grand Fleet was being mobilized and making passage to the scene of the trouble, the British have an iron grip on all the Seven Seas. Despite the daring depletions, they have enough ships laid up in reserve so that when these were added to the Grand Fleet it would outnumber the United States fleet combined with that of any other power.

Naturally, the Atlantic or home fleet comes in for the greatest share of popular interest. Upon this fleet does the fate of the British Isles depend in the case of a sudden, unexpected war. It consists of the five dreadnoughts of the Queen Elizabeth class and the five dreadnoughts of the Royal Sovereign class. The Queen Elizabeth is the flagship of the battle-ship force, which contains only dreadnoughts mounting eight 15-inch guns. However, about ten dreadnoughts carrying 13.5-inch and 12-inch guns are in reserve for one purpose or another.

Another surprise is evident in the fact that the Atlantic fleet will be the only one to have an active force of battle cruisers. This force is led by the Hood, flagship. With her is the Benbow, which is at present on detached service, taking the Prince of Wales on tour. The only ship in the Atlantic fleet of any size mounting less than 15-inch guns is the battle cruiser Tiger, with main battery of eight 13.5-inch guns, commissioned during the war.

Admiral Beatty's one-time flagship, the battle cruiser Lion, is in the reserve, as are the battle cruisers Princess Royal and New Zealand. Both were among the mainstays of the British fleet during the war and were greatly feared by the Germans; but to-day with the German navy on the absent list it is not necessary to keep them in full commission.

Several flotillas of the new, fine, fast, light scout cruisers are assigned to the Atlantic fleet, though the majority of them are tied down to port. The destroyer flotilla is naturally reduced, but is composed of only those ships with quite large cruising radii. A light cruiser, the Castor, has been detailed as the fleet flotilla leader.

British submarines were probably the most highly developed ships of their type in the Great War. About a hundred patrolled the North Sea alone. Now the submarine force has been cut to twenty-one boats with their necessary depots and auxiliaries. The submarine flotilla flagship is the cruiser Inconstant.

Lord Fisher believed that the airplane had supplanted the battleship. While it was impossible to convince the majority of the line officers, and consequently the Admiralty, of this, it was clearly seen by all that the airplane had an important role to play with the fleets in coming wars. Many aircraft carriers were inducted into the British navy.

Only one pre-dreadnought type battleship is retained in the fleet in the capacity of battleship for gun-ship service. Ten years ago she was one of the most powerful and important units of the British navy.

Another noticeable feature is the throwing out of the active fleets of the glorious class of large cruisers carrying 15-inch guns. These ships have been dubbed the "Outrageous" class. Practically there is no place for them in the navy. They are very long, light-draught boats of great speed—franks, brought to bear by the war. Several times during their existence it has been necessary to send them back to their builders to be strengthened structurally. And yet they were, until the close of the war, among the newest and most active ships in the fleet. Even the Furious, which was transformed from a flotilla-leading cruiser to an aircraft carrier, has been taken off the active list. She was probably the most talked-of ship in the British navy.

In this year's distribution of the fleet, British trust in the proved value of the fast cruiser, flotilla leader, and aircraft carrier is demonstrated.

BOUGHT ENTIRE TOWN. Wealthy Englishman Now Owns Milford Haven.

Milford Haven, a town of considerable antiquity, in Pembrokeshire, in Wales, has just been purchased by Major Hugh J. P. Thomas, a well-known land owner for \$1,250,000.

This big estate comprises 1,000 houses, a lordship of three manors, a fine castle, a mansion house and the market town of the town, in addition to the finest land-locked harbor in the world.

Commercially the port is in its infancy, but with the development of the plans and schemes contemplated, it may some day rival Liverpool and Southampton in the trade from the Americas.

The site of the town formed part of the possessions of Sir William Hamilton who built the mansion of Castle Hill, a hundred and twenty years ago; Castle Hill, as the home of the beautiful Emma Hamilton, was often visited by Lord Nelson.

The church near the harbor was consecrated in 1808 and the font with the Hamilton arms was given by Lady Hamilton. In those days the mail coach from London brought the mails for Ireland to Milford.

All this district is rich in history; there's a letter in existence, from the Earl of Pembroke to Queen Elizabeth, dated February 11, 1592, about the necessity of fortifying Milford Haven.

Back in 1485, the Earl of Richmond, afterwards Henry VII, landed at Milford Haven, on the way to his victory at Bosworth Field.

Earlier still is the period of the Priory, founded in the twelfth century and the Via Julia, one of the Roman Roads, forms part of the mountain road to-day.

So Major Thomas has certainly made a unique purchase when he bought Milford Haven.

Grave Food Outlook. A grave picture of the breakdown which threatens economic Europe in the near future is drawn by Sir George Paish in Ways and Means.

"Already," he writes, "the economic price of bread here, when calculated in current world prices, is 1s. 6d. per four-pound loaf. If our exchange breaks in the manner that now seems to be inevitable, the price will rise in the not distant future to something like 2s. 6d. per four-pounds loaf. If the people are to be preserved from starvation and civilization from destruction not a moment must now be lost in making the peoples aware of their great danger and in assisting them to co-operate in order to overcome it. The world must be animated by the new spirit or perish."

"Prior to the war the nations of Europe, other than Russia and Roumania, needed to import 1,000,000,000 bushels. This need was met as to 500,000,000 bushels from Russia and Roumania and as to another 500,000,000 bushels from outside countries—the United States, Canada, Argentina, Australia and India.

In the coming crop season Europe, excluding Russia and Roumania, will need to import some 2,000,000,000 bushels of grain to reach their pre-war level of consumption, while the supplies available are likely to be about 500,000,000 bushels.

"Not only have the normal supplies from Russia and Roumania disappeared, but Russia now needs to import wheat to make good her deficiency; at the same time the need of the rest of Europe has doubled. If Great Britain with her command of shipping and greater command of resources, continues to meet her full requirements there will be very little foreign grain available for the continent."

A Throne In the Jungle. A massive chair-made of copper, which natives believe was given by the late Queen Victoria to an Ashanti chieftain, has been discovered in the midst of a jungle far from human habitation in the Gold Coast Colony, West Africa.

According to native legend it was placed over the grave of the chieftain who had occupied it when alive. The natives believe that the chieftain still sits upon his old throne in spirit at certain times, and for this reason they have never tried to move the chair which, they declare, has now rooted itself in the ground. A Gold Coast surveyor first stumbled across this curiosity. A search party returned to the spot and found the jungle so dense that the natives had to hack a path with cutlasses through the undergrowth.

Antiquity of Peat. The use of peat as a source of heat goes back beyond the historical period into the ancient history of the early tribes of Northern Germany.

Pliny, the Roman naturalist, gives us possibly the first indication of the use of peat. He reports that the Teutons on the border of the North Sea dried and burned mud, what we now would call peat. In Ireland, Great Britain, Russia, Scandinavia, Germany, Holland, and parts of France peat has been used as a fuel since time immemorial. The peat was cut from the bog very much in the same manner as it is still being done in many parts of Europe, where it is cut in brick shapes, allowed to dry in the wind and sun.

Corkwood. The total world production of corkwood is estimated at 396,832,000 pounds, of which 45 per cent. is produced in Portugal, 30 per cent. in Spain, 8 per cent. in France and Italy, and 20 per cent. in Algeria and Tunis.

Twenty-Five Peacemakers. Great Britain now has twenty-five peacemakers in their own right. Of this number five are countesses, one is a duchess, two are viscountesses and the remainder baronesses.

Deposits of coal discovered twenty years ago in Algeria are to be developed as tests have shown that the coal can be burned in combination with briquets in locomotives.

New repeating mechanism for phonograph records automatically sets the needle back to any desired point on a record or will continue to play it as many times as wished.

Women's new Fall style Brogue Oxfords in Brown Calf; splendid value.

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Special lot Men's Shoes — Vici Kid; black calf and brown calf.

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ROOTS' ADVICE ROILS HARDING

Declares The New Treaty Deal Would Bring Disaster.

Washington, Nov. 10.—Elihu Root has advised Senator Harding that "a new deal from the beginning by abandoning the peace treaty of Versailles is impossible, and that to attempt it would bring chaos and an entire loss of results of war and general disaster involving the United States."

This advice, it can now be disclosed, was given by cablegram from London by Mr. Root during the latter part of August and was an effort to keep Senator Harding from adopting the extreme position on the treaty and the league which Senator Johnson was advocating.

The cablegram was sent partly as a result of an inquiry by Will Hays, chairman of the Republican national committee, as to whether The Hague court could not be so defined as to include the work supposed to be the object of the league of nations.