

# OUR SMALLEST SOLDIER

Though Submarines Take Toll,  
the World is Combed  
for Vessels.

## ALL HARBORS ARE CROWDED

Country Now Feeding Itself for First  
Time Since 1848, and Allies, Too—  
Cargo Boats Sail With Every  
Tide—Submarine Treated  
as a Joke.

The liner she's a lady, an' she never looks  
nor 'fraid—  
The man-o'-war's 'er 'usband and 'e gives  
'er all she needs;  
But oh, the little cargo boats, that sail  
the wet seas 'round—  
They're just the same as you and me  
a-plin' up an' down.

Plin' up an' down, Jenny, 'angin' 'round  
the yard,  
All the way by Prutton train down to  
Porthmouth 'ard;  
Anythin' for business, an' we're growin'  
old—  
Plin' up an' down, Jenny, waitin' in the  
cold!

The liner she's a lady by the point upon  
'er face,  
An' 'er moorin' an' accident they count  
it most disgrace;  
The man-o'-war's 'er 'usband and 'e's al-  
ways 'angin' by;  
But oh, the little cargo boats, they've got  
to load or go.

The liner she's a lady, and it's a warship  
come,  
The man-o'-war's 'er 'usband, and 'e's al-  
ways 'angin' by;  
But oh, the little cargo boats that fill  
with every tide,  
'Er 'ave to up an' fight for them, for they  
are England's pride.

London.—Kipling's prophecy over-  
looked the fact that when the war  
came Mrs. Linger was not only a  
wife, but a mother, and her man-o'-war  
husband would have other matters to  
look after. But his tribute to the  
cargo boats was more than deserved.  
They are England's pride; they are  
her mainstay, her backbone, the guar-  
anty of her ability to make the world  
her ally whether it will or no.

When the story of this war is finally  
written—as of course it is sure to  
be—the narrative will contain  
more of real, quiet, unimagined heroism  
than any other chapter will be that  
dealing with the work of the mercan-  
tile marine. The cargo boats have  
sailed with every tide, though the tide  
might be thick studded with mines and  
submarines might be expected to trip  
themselves out of the blue and fire  
their unwarned torpedoes any moment.

Though England never since 1848  
has attempted to feed herself, yet dur-  
ing this war she has not only fed her  
own people, but in large part has pro-  
vided the supplies of the allies. The  
cargo boats have attended to that.

The day's bulletin from the navy  
tells of two or three or four ships  
sunk by submarines. The same thing  
goes on day after day, and it seems  
as if there could be no more of it  
enough in the world to stand such  
losses.

### Losses Comparatively Small.

But the New York Sun's correspond-  
ent recently has been privileged to  
visit the shipping centers of Liverpool,  
Manchester and London, to see the  
passenger and cargo boats coming and  
going, not always even waiting for the  
tide, and at the end of the wonderfully  
interesting day in the London dock  
region I thought of a comparison that  
might enable an American to under-  
stand how very little impression the  
submarine have been able to make on  
the maritime establishment of  
these islands. There are few major or  
minor railway disasters in the United  
States. One who has seen the ship-  
ping of the great British ports would  
almost as readily believe that the  
wrecking of freight cars in American  
railroad accidents might stop the tides  
of our national commerce as the sink-  
ing of a few ships would stop the tides  
of our maritime commerce.

When the war started Great Britain  
controlled approximately half of the  
merchant marine of the world; that  
establishment has now been taken un-  
der government control, and by reason  
of transfers to British registry, it is  
quite possible that despite all losses  
England now possesses a larger por-  
tion of the world's seagoing capacity  
than when the war began. Hun-  
dreds and hundreds of vessels owned  
by neutral countries have been bought  
or leased or contracted by the allied  
powers. The production of new ships  
has been interfered with by the re-  
quirements of the navy, but new ships  
are being constructed with constant-  
ly and incessant rapidity produced.

### Points on Harbor Work.

I could wish that an American con-  
gressional committee on rivers and  
harbors might take some day the trip  
that was enjoyed by a company of new-  
spaper correspondents. The govern-  
ment of Great Britain does not  
undertake to finance the improvement  
of harbors and streams. Instead a  
harborage district is under the control  
of a local authority, with powers dele-  
gated to it by the national government.  
Thus the Mersey Docks and Harbor  
corporate has control of the harbor  
and river frontage works at Liverpool.  
It must find its own money, its busi-  
ness is to do that most conduct its busi-  
ness on a business basis. The Mersey  
corporate was chartered by parlia-  
ment nearly two-thirds of a century  
ago, and has spent about \$225,000,000  
on the vast works which make Liver-  
pool, despite many natural disadvan-  
tages, one of the four or five leading  
shipping centers of the world.

To begin with, tides are high and

## OUR SMALLEST SOLDIER



Charles Romont, smallest human target  
in Uncle Sam's military service, be-  
ing only 40 inches tall, standing be-  
side a soldier of average height.

Romont was accepted for service  
only after telegraphic permission was  
obtained from the war department at  
Washington. Service regulations pro-  
hibit the enlistment of any man under  
five feet four inches tall, but Romont's  
insistence that he be permitted to en-  
list caused the recruiting officer at  
San Francisco to write to Washington  
for a waiver of this regulation. An  
affirmative reply was returned.

Violent at practically every important  
British high and low tide in the Mer-  
sey river at Liverpool is a normal va-  
riation of about eighteen feet, while  
the highest tide increases this varia-  
tion to thirty-four feet. The mouth of  
the Mersey is obstructed by a great  
sandbar, on which dredges are con-  
stantly at work to keep the channel  
open. Despite these difficulties, Liver-  
pool has been erected into the second  
shipping center of the kingdom, sur-  
passed only by London in its annual  
tonnage.

### A Co-operative Concern.

Up and down the Mersey on both  
sides extend eight miles of tremendous  
sea walls. Originally these were built  
of massive granite blocks brought  
from Scotland, but in the modern era  
the concrete has been chiefly employed.  
The sea wall is at frequent intervals  
provided by inlets for dockage of ves-  
sels; and miles after miles of elevators  
and warehouses line the docks.

The Mersey Docks and Harbor Cor-  
poration is a sort of co-operative con-  
cern composed of the leaders in Liver-  
pool shipping affairs. There are 38  
members of the board of directors who  
have complete control of the harbor  
except in the restricted areas that are  
claimed by the admiralty for naval  
purposes. The city of Liverpool has  
also some municipal authority in the  
dock region that the government has  
Washington has over the municipal  
concern of Cornwall. There is, how-  
ever, one exception at this point: the  
dock and harbor area is policed by the  
officers of the city of Liverpool.

The Mersey corporation raises its  
money precisely as any other commer-  
cial company would do. Its revenue is  
produced from tonnage and dockage  
and warehouse charges, and is ample  
to provide for all harbor works.  
We were taken on a trip up and  
down the river, with permission to  
land and inspect the warehouses and  
elevators. The harbor master assured  
us that it was a poor time to see Liver-  
pool shipping because there were  
fewer vessels in port than usual. To  
us, however, it looked as if about half  
of the boats in the world were trying to  
get in or out of the Mersey, or were  
in the docks receiving and discharg-  
ing cargo. In war times, when  
every hour's detention of a commercial  
vessel is highly undesirable, the  
process of loading and unloading goes  
on day and night in successive shifts.  
Instead of having been driven from  
the seas by submarine menace British  
shipping is more crowded than ever  
before in its port time. It is stay in port  
just as brief as may be.

### Submarine Treated as Joke.

We saw vessels from literally every  
quarter of the globe coming and going,  
bringing and taking every conceivable  
sort of cargo. We were assured that  
Liverpool had not known one case of  
officer or sailor refusing to ship be-  
cause of submarine or other danger.  
With the sailors, indeed, the subma-  
rine is humorously treated as a joke.  
It gets your ship to sea, it stays in port  
around in the boats until you are  
picked up and carried ashore, where  
you promptly stand up for another  
voyage in the next hour.

The sailors, of course, are intensely  
bitter against the submarines. The  
perils of the sea are ample without be-  
ing accentuated by such a treacherous  
foe. Until this war broke down all  
the rules of civilized conduct the  
world had gone on for centuries stig-  
nifyingly developing means for increasing  
safety of life and property on the  
wide waters. Now there is no law of  
the sea save the law of German im-  
punity and greed; but the sailors of En-  
gland go right on heaving their anchors  
and sailing to sea.

### COW WITH A WOODEN LEG

Texas Freak Is Good Milker and  
Breeder, But Not Much  
for Speed.

Fort Worth, Tex.—Freaks of all  
kinds have been sold and bought in  
the Fort Worth live stock market  
since it started, 14 years ago. The  
greatest freak ever exhibited and sold  
recently was a kind of cow, the  
shipper by A. C. Chaffin of Tem-  
ple, Tex., a cow with a wooden leg.

# HUSSEIN, KING OF HEDJAZ

It has become a matter of  
honor with them.  
Personally I was even more inter-  
ested in what I saw at Manchester  
than in the sights of Liverpool. Man-  
chester is more like an American com-  
mercial city than any other I have  
seen in Europe. There were guests  
of the Manchester Ship Canal com-  
pany, which has made an inland city  
into one of the great ports of the em-  
pire. I once heard a poorish citizen  
of New Orleans say in an outburst of  
contempt that "if Atlanta could suck  
as hard as it could he would suck up  
the Atlantic ocean and become a  
seaport." That is precisely what Man-  
chester did, and the description would  
lack something if it omitted mention  
of the fact that Manchester is still  
blowing about what it did.

### Canal Cost \$50,000,000.

Manchester was 35 miles inland  
from the Liverpool harbor. The great-  
est textile manufacturing center in the  
world, it suffered acutely during the  
American civil war from the stoppage  
of cotton shipments. The city was  
prostrated, its industries seemingly ru-  
ined. After the war there was a pe-  
riod of revival, but it was presently  
found that the industry was bearing an  
impossible toll by reason of its in-  
land location. Higher the industry must  
lack something if it omitted mention  
of the fact that Manchester is still  
blowing about what it did.

Manchester, getting this idea firmly  
into its head, organized its Ship Canal  
company, and set about digging the  
great canal. The corporation found  
the expense much greater than had  
been anticipated, and the city of Man-  
chester took \$25,000,000 of stock in the  
company. To the present time some-  
thing over \$50,000,000 has been invest-  
ed in the canal and in the development  
of the Manchester dock and warehouse  
district. The city nominates 11 of the  
21 directors of the company.

I doubt if anywhere in the world  
there is so complete an illustration of  
modern efficiency in dealing with trans-  
portation as at Manchester. This is  
true because the whole scheme is now  
one; done as a unit. The canal and its  
docks and jetties were fitted into the  
whole situation in a scientific  
manner; railroads and wharves were  
provided as part of the general  
scheme. Factory districts were laid  
off precisely where they would be most  
easily served either by water or by  
rail.

The result of all this scientific or-  
ganization is that despite the expense  
necessity of bringing in 35 miles  
inland through the tortuous can-  
nel, there are so many incidental econ-  
omies in other parts of the process  
that the Manchester port is now a dis-  
tinguished success. This year the  
stock of the canal company received  
its first dividend on the common  
shares, and the dividends are such as  
to justify the expectation that divi-  
dends will be regular in the future.

### Mammoth Grain Elevator.

In Manchester and the next day in  
London we inspected mammoth  
after mile of ships taking on and put-  
ting off cargo from everywhere on  
earth. I am not permitted to go too  
much into the details of this part of  
our trip. We were conducted through  
a wonderful concrete grain elevator,  
very recently finished and the largest  
in the United Kingdom. It was a very  
wonderful sight to the members of our  
party who were not Americans. The  
merchants were more familiar with  
the great grain terminals of our lake  
ports, and this Manchester affair was  
designed and its construction super-  
intended by an American.

Manchester is now the center of the  
greatest industrial system of Great  
Britain. It is quite the most Occiden-  
tal city in the world. The officers and  
directors of the Ship Canal com-  
pany, who entertained us, gave the  
Americans precisely the feeling they  
must have involved if they had been  
doing Kansas City or Los Angeles un-  
der the guidance of the Commercial  
club of either of those towns. Liver-  
pool in Manchester is a better place  
than any other in the world.

The following day we toured the  
dock section of London and saw the  
greatest commercial shipping district  
in Europe, if not in the world. At all  
three of these ports the most impres-  
sive thing was the marvelous shipping  
activity. Ship by ship and little, shift  
and mail, tugboats and liners rushing  
through their port operation in order  
that they might be back at sea. We  
were proud to make it to its stay in port  
just as brief as may be.

We saw vessels from literally every  
quarter of the globe coming and going,  
bringing and taking every conceivable  
sort of cargo. We were assured that  
Liverpool had not known one case of  
officer or sailor refusing to ship be-  
cause of submarine or other danger.  
With the sailors, indeed, the subma-  
rine is humorously treated as a joke.  
It gets your ship to sea, it stays in port  
around in the boats until you are  
picked up and carried ashore, where  
you promptly stand up for another  
voyage in the next hour.

### NEWSPAPER ETHICS IN PERU

Americans Astonished at Defense  
Made by Paper for Paying Paid  
German Staff.

Lima, Peru.—Americans living here  
are not so much astonished as amused  
by the defense of the newspaper El  
Comercio, accused of being in the pay  
of Germany.  
El Comercio blandly admits the im-  
peachments and says its columns are  
for sale to anybody, pro or anti Ger-  
man. Only the Germans, it adds,  
proved interested in the proposition.  
The articles and pictures attacking  
the allies and the United States, Uncle  
Sam being portrayed as a munition  
hawk, were printed without any dis-  
tinguishing mark to show they were  
paid advertising.

and since "Boasie" began wear-  
ing her pegleg she has been the moth-  
er of two calves. She has been giving  
enough milk to supply the family of  
the hired hand with milk.

### Early Rising Helps.

Newark, N. J.—Early rising is an  
aid to wedding bliss. Egg more than  
500 years J. J. Force has arisen at  
3 a. m. to deliver milk. His wife was  
also up at that hour to get breakfast.  
They celebrated their sixty-sixth wed-  
ding anniversary. And they're happy.



Hussein, King of Hedjaz, the new  
kingdom established in Arabia, was  
the grand sheriff and is descended  
from a princely Arabian family.

### HERBERT C. HOOVER



This is a new photograph of Herbert  
Clark Hoover, chairman of the com-  
mission for relief of Belgium, who has  
just sailed for London after starting a  
great campaign for funds throughout  
the country.

### GENERAL ROCQUOY



General Rocquoy is the new chief of  
staff and commander in chief of the  
Belgian army. He succeeded General  
Wilmans, deceased.

### Appointments to the West Point.

Each senator of the United States,  
each congressman, each territory  
including Alaska, Hawaii and  
Puerto Rico, is entitled to have two  
cadets at the West Point Military  
academy and the District of Columbia  
four cadets. There are also 80 ap-  
pointments at large, specially conferred  
by the president. The act of May 4,  
1910, authorizes the president to ap-  
point cadets to the academy from  
among the enlisted men of the regular  
army and National Guard, the total  
number not to exceed 150 at any one  
time.

### Business Habit.

"I was in a place full of women the  
other day when a man came in and  
began puffing away with the greatest  
coolness.  
"Wasn't he the rude thing!"  
"Oh, no; he was the principal hair-  
dresser in a beauty parlor."

### Too Cheap.

"I fear the movie fans are spoiled."  
"Why do you think so?"  
"Invite them to look at a movie that  
costs a pretty \$100,000 and they turn up  
their noses."

### 100 Per Cent Saved.

Salesman—Yes, lady, we sold these  
shortsuits for \$2 each last week, but  
for this sale we make a reduction of  
50 per cent. The price is now only  
\$1.00.  
Lady—Well, that's good news. I'll  
take two of them—Life.

### Just So.

"You ought to join our Audubon  
club," said the Pinkville girl.  
"What do you do?"  
"Oh, we make snuff and—"  
"Um. Sort of an Audubon club."

Love Must Find Another Way.  
Hurrying into the ordinary office,  
a young man who gave his name as  
Jim Brown, said to the clerk:  
"Send me a marriage certificate, will  
you?"  
"What's the idea?" quizzed the  
clerk.  
"Well, you see, it's this way: The  
girl I want to marry is under age, and  
I'd have to get her parents' consent—  
they won't give it. So I've got to have  
a certificate before I can carry out my  
plan."  
"What's your plan?"  
"Well, if you won't tell anybody, I'll  
let you in on it. I'll carry a marriage  
certificate it will fool the girl's father  
and mother, they'll think that all fa-  
ther and mother do when they think  
the marriage has been performed.  
They will give their consent, then we  
can really get married."  
"Nothing doing," said the clerk.  
"Sorry, but—"  
Brown departed, sadly.—Atlanta  
Constitution.

### Switchboard Girl Suffered.

Representative Blank's wife was  
holding a reception. The receiving  
line was made up of prominent women,  
with a guest list to match, and the  
affair was going off beautifully when  
—The telephone jingled out a clam-  
orous ring that kept on ringing and  
ringing. Naturally, an interruption  
like that calls for instant and alert at-  
tention. But the telephone didn't  
mind. It just kept on ringing and—  
And while the receiving line was regis-  
tering their consternation, somebody  
caught on. The angel child of the  
house was sitting on the rug by the  
telephone desk, banging the receiver  
on the floor. That's all, only—con-  
sider the wear and tear on the emotions  
of the girl at the switchboard.

### Ambrose Pare, the renowned

French surgeon, as a member of the  
staff of the duke of Vendome, with  
whom he was on close personal terms,  
demonstrated to his patron the use  
of the ligature for repressing hem-  
orrhage, and Doctor Rabelais also.  
Had he been less of the doctor and  
more of a diplomat, he might have  
been a diplomat in his practice with  
greater diligence, he, too, might have  
been a diplomat in his practice with  
greater success in the world. The  
creator of Pontiac and of Gargantua  
was a diplomat in his practice with  
Cardinal du Bellay to Rome. The  
for national writing soon became as  
chronic with him that he lost his pro-  
fessional perspective. However, his  
more felicitous poem concerning the  
birth of a son to Henry II brought  
about his recall to France and he  
stored in his something of the favor  
he had previously enjoyed.

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If you are looking for quality,  
we have the finest assortment  
of Meats in the city, so you  
will have no trouble finding  
what you want in this line.  
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for inspection at any time.  
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less Meat is paid for at the  
market.  
Give us a trial.

# Walters & Seager

# Regarding the Monument

The price you pay us is only the actual worth of it.  
We do not want more—we cannot ask less. After all this  
is the only safe basis on which to sell.  
Just trying at all times to be SQUARE.

# Lyon Granite Co.

Two Shops—Pontiac, near Pontiac Steam Laundry,  
Plymouth, Main Street.

### Millionaires in Cheerfulness

Many people in ordinary circum-  
stances are millionaires of cheerful-  
ness. They make their neighborhood  
brighter, happier, and a better place to  
live in by their presence; they raise  
the value of every lot for blocks around  
them.—Anon.

### Allusion Distinctly Personal.

"The trouble with you, sir, is—if you  
will pardon me for saying so—that you  
think nobody is good enough for your  
daughter." "Yes, sir, and that is where  
we differ so radically. You appear to  
think anybody is."—Life.

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