"SOS" IN SHIPYARD TALK MEANS "SERVICE OF SUPPLY"

significance and function. It is now not only a call for help, but it is a cry of triumph, yet for all that a mighty cry of "hurry! hurry! hurry!"

In France there is a branch of the which means service of supply. The title indicates its function, which is to see that the fighting forces get their

is another "SOS"-an organization known as the "supply division." It is under the direction of M. C. Tuttle, manager, and a small army of as-

What the "S. O. S." of France does for the men in the trenches, this division does for the men in the shipyards. It keeps them supplied with the multitudes of things required for the building and outfitting of ships.

heard now in the workshops of the great merchant marine is sliding from The supply division of the ways fast. the emergency fleet is on the jump to keep things going.

On October 2 there were 210 shipyards in the United States with a total The supply division not only "purchases, produces, dispatches, yards, but is frequently called upon to assist shipbuilding contractors who have undertaken to "go it alone."

The supply division must see to it from the steel and wood and concrete coming under the head of stores"-is not only "purchased, produced, dispatched and transported," but that it is where it is wanted, when too soon is almost as trouble-making To accomplish these ends the juris-

diction of the supply division was de-

center of the United States-and "building" ships we are really "manufacturing" them; that manufacturers are, in many cases, running the shipyards, and that back in the steel mills, of the work and it often runs into plants of the country, manufacturers

partment, ordinarily foreign to a pur- setts, Pennsylvania, Virginia, Marychasing department, is that of swapping experience and the untying of that confront supply houses.

Every valuable innovation in business, whether in the office, the factory or the shipyard, and all the way between, is passed along to others in like lantic to the Pacific and from Canada endeavor, so the work for the emergen-

cy fleet may be hastened. The manager obtains a great deal of found a corresponding situation he has been able to outline a plan of co-operation demonstrated to be successful. into practical operation.

The popular conception of this branch of the government's ship-building enterprise, doubtless, is that of a great

that, and far more than that. The true perspective of its magnitude, ramifications and responsibilities Up to August 1, 1918, a single department had purchased over 00,000,000 of supplies. Recent expenditures of another department in one week amounted to nearly \$2,000,000, while the purchases of a third department were a littleover \$4,500,000 for the

When there is taken into consideration that the large sums disbursed by this division cover everything from

Do Not Fear When Fighting a German or a Germ!

By Dr. M. Cook.

bacillus, take a good liver one is made up of May-apple, leaves of and other nations. aloe, root of jalap, and is to be had at any drug store, and called "Pleasant

drug store "Anuric Tablets" to flush the ships in all their possibilities and get kidneys and control the pains and behind ships and support them on the aches. Take an "Anuric" tablet every broadest and most permanent lines. cream; but it is important that food be house than is the hull a ship. given regularly in order to keep up patient's strength and vitality. After ed the ship is only three-fourthsfinancthe acute attack has passed, which is ship, ordinarily about 50 of these days generally from three to seven days, are used in outfitting it. Often when a the system should be built up by the house is "delivered" to the owner, the use of a good iron tonic, such as "Iron" real work of finishing the house has tic" tablets, to be obtained at some drug stores, or that well known bloodmaker and herbal tonic made from jackstaff, before it leaves the builder.

2,800 horsepower engines to the frying "SOS," historic as the wireless pans in the galley, and that all equipment not only must be produced again and again, yet always in time to meet the requirements of approximately 200 shipyards from Maine to Oregon, it becomes apparent that the supply division has a real job.

But, what goes into a ship? A little bit of almost everything on

ture of the hull, there are approximately 3,000 groups of things that make up dthe completed ship. Each of these 3,000 groups is made

up of varying numbers of items. While one smokestack ordinarily suffices for In the Emergency Fleet corporation a cargo carrier, there may be 500 items in the engine room outfit. All these items may be grouped as

follows: Department-Boilers, parts for boilers, fire brick, lagging, uptakes and stacks, screen bulkheads, cook and fireroom outfits and ventilaparts and tools for engines, revolution

counters, lifting gears, gratings and floors, ladders and hand rails, thrust shafts, thrust bearings, line shafting, land from coast to coast, for America's line bearings, tail shaft, engine room stern tubes and propellers, gauges and steam whistles.

Electrical Department - Generator sets, switchboards, searchlights, light British fighting forces, says Dr. Christopher Addison, minister of reconstrucchanical telegraph conduits, conduit come back early. fittings, all electric wire and cable, ter, should be 'so conducted that milelectricians' tool boxes, lamps and lancould have an early opportunity of em-

and Valve Department-All valves, piping, pipe covering, sea valves ployment. Accordingly a plan arrang-

winches, capstans, steam and hand steerers and all tanks, condensers, all pumps, evaporators, feed water heat- from which they were withdrawn to ers, oil filters, injectors, distillers, ash enter the army. There will be special ejectors and hoists; also ice machines facilities giving access to the land, and induced draft fans.

Anchor and Chains-Anchores, cables, plots will be provided. hawsers and wraps, davits, lifeboats, life rafts, work boats, running rigging, blocks (spare), ship's bells and steel smokestack guys.

irritation and bringing a spirit of soli-Miscellaneous Equipment Depart-

works, or increasing the facilities of cles, manufactured an detored in quancy Fleet corporation; commandeering freight consignments, as in former manufacturing facilities and the mod- years, it would still be a big job. But great deal of speculation while the ifying or cancelling of contracts, when matters are not in that shape. As a demobilization of the army was in proapproved by the vice-president in result there arein the home office of gress and prices might advance to the with manufacturers in every indus-street, Philadelphia, nearly a thousand employes of the supply division, some abroad. In an address before the whose efforts are concentrated upon association, providing ship material and equipment

Helping producers to produce is part machine shops and other industrial many and far-reaching by-ways. For knotty financial and labor problems obtaining fuel was given to firms in New York, Pennsylvania, New Jersey, Florida, Texas, Mississippi, Maryland, Georgia and Washington. This involv ed proceedings extending from the At-

To adequately cover the field in which it operates, the supply division has practical information other than the about fifteen special departments, in facts recited and whenever he has the home office, and ten district supply managers, with headquarters in Washington, Atlanta Youngstown, Chicago, St. Louis, San Francisco and Seattle.

Take a single product, steel, for example, of the work done. The district purchasing agency, constantly impor- the supply of each yard, reporting as erected and the reserve supply. This enables the supply division to report steel requirements to the war industries board each month. Heads of departments in Philadelphia are in constant touch.

District purchasing officers are located in Seattle, San Francisco, New Or-Jacksonville, Baltimore, New Boston and Cleveland. They are emergency purchasing men, who are alsistance to district supervisors and officers when there is pressing demand for a material or products.

Frequently it has been found by rethe supply division. Labor troubles, too, have been settled. Contracts have been split where firms had undertaken more than they could accomplish. In every case the expeditor carried the meaning of the war right into the office and "It can't be done" was soon wiped out and "It will be done" took

future has in store has been forecast by Mr. Hurley, whose position as chairman of the shipping board has afforded body and to ward off an attack of the Hurley told the South American dele- candy. Cascarets "work" the nasty bile, sour fermentations and constipashipbuilding would eventually mean tion poison from the child's tender stomach, liver and bowels without pain gates recently in this country that our regulator to move the bowels. Such a greatly increased commerce with them

To American citizens he said them; that they must make the direct terests as purchasers and consumers-Obtain at the nearest community and industry-to think of ships as national assets-to understand

two hours, together with copious drinks building a house, but the difference is of lemonade. If a true case of influ- vast and vital. Foundations, walls and enza, the food should be simple, such roof are necessary for a house; but as, broths, milk, buttermilk and ice- also is the hull essential to the ship.

Ordinarily, when the hull is launchjust begun. Not so with a ship. It must be complete, from rudder at the stern to the little flag way upon the roots and barks of forest trees—sold in the Emergency Fleet corporation everywhere as Dr. Pierce's Golden that has no equal in the world.

In an address to the Pacific coast

shipbuilders, Charles M. Schwab, dir CONDITIONS IN WAR ZONE NOT ALWAYS SO VERY BAD rector general of the Emergency Fleet corporation, said: "We have a great There is No Actually Famine But Help army of workers building ships for Is Vitally Needed. this emergency. There are 300,000 of Havre, Oct. 31.—Correspondence of us, and we are all fighting for Amer-

You men who swing the cranes are in charge of the big guns. You

who drive the rivets are operating the

gangs that work on a ship are holding

trench, and when they launch that

ship they 'go over the top.' When they

and making ready for another long de-

Emergency fleet corporation, discussing

especially on the Pacific coast, said:

wrested from its hands."

MARRIED MEN AND THOSE IN

The demobilization, said the minis-

As men are demobilized they will be

Councils composed of employers and

cold blood, for no offense, on the deck

of his own vessel, by a German sub-

Amsterdam.

to the value of \$500.

machine guns of the shipyards. The

the Associated Press) - Conditions in some French and Belgian cities and towns near the Franco-Belgian border are reported as "in general, good" by Major John van Schaick, Jr., acting lay a new keel they are 'digging in' Red Cross commissioner for Belgium who was one of the first Americans to enter some of these places after the Germans evacuated them. In a message to the Red Cross headquarters

the enthusiasm throughout the country, here, he said: "There is no great emergency like general famine, there is no great to meet what distress exists. The roads are horrible, especially on the Passwhere there is intense interest and enchendaele Ridge.

gripped the popular imagination, and it has offered this vast coast line an opportunity for industrial develop-8,000 inhabitants has 1,100 left. ments, an opportunity that is being "Our camions have rushed a lot of mbraced with customary western food up to Turcoing, Lille, Roubaix.

vigor. There exists there no fear that shipbuilding supremacy will ever be up to some of the other little villages this side of Roulgrs. Ambulances brought back sick and wounded Belgians who had been under bombard-SERVICE LONG TO BE FIRST

Telling of his trip to Iseghem, Major Van Schaick described an incident typical of the return of the Belgians to their homes which had been

wrote the Red Cross his little fortune, an accummulation of age or whether he had enough to live on comfortably for the rest of his life. He found his house burned, his garden re-employed in the various industries

a tough thing for him to find that he had lost everything. aid Dr. Addison. Gardens or larger Major van Schaick, "they are in the working men have been organized in minority. Many thousands of course, have been sent back behind the German lines. There are thousands who remain. They need the help of the darity, a better spirit than prevailed

under former agreements, said the min-In as much as the necessity for pro-RATIONS SENT TO RUSSIA ducing as much food as possible will

With the British-American Armies in the Field, Oct. 26 .- German soldiers nes, for example, that the soldiers'

years ago, Evert Bakker, a Dutch tions had government for heroically saving, at States. In the French sector from Rheims to Verdun, the food generally he risk of his own life, 12 Germans from a stranded ship at Norderney in of the German forces was of better grade and greater in quantity than a December gale. He is still alive, hat of the men fighting in the north.

In both the American and French armies stars mark general's rank. Thus a French brigadier wears two stars on his sleeve, and a general of a division three. A brigader-general of the United States army has one star, In the city of London a juror must be a householder or occupier of a major-general two, and a lieutenantpremises, and must possess property general three.

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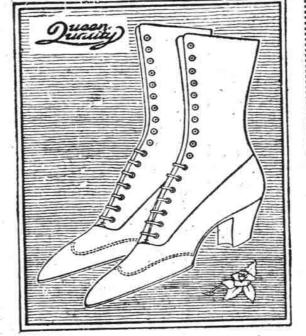
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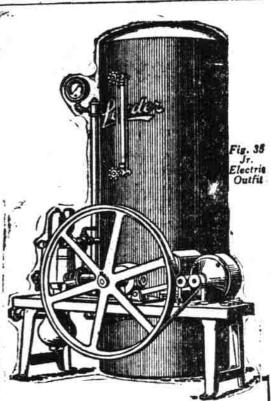
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