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Ship Construction-- Food Conservation

How These Two Big Problems Have Been Met And Solved By American Genius.

(Third installment, "The First Year
in the War" from Literary Digest)

Building A Thousand War-Ships

The United States Navy is carrying out the largest war-ship-construction program in history, which, including those of all types built in the past year, now under construction or contracted for, will embrace more than a thousand vessels. A year ago there were building or authorized 123 vessels, including 15 battle-ships, 6 battle-cruisers, 7 scout-cruisers, 27 destroyers, and 61 submarines. Since that time hundreds of submarine chasers and other small types have been built; a number of destroyers have been completed and contracts have been made for more than 900 vessels.

Activities have been centered upon the production of vessels that would be immediately effective in the war against the submarine. Within a short time after this country entered the war contracts were placed for every destroyer that the American yards with their then existing facilities could build. Later the demand became imperative for an even larger number of these speedy ships, which have proved the most effective weapon against the submarine. Arrangements were made for the enlargement of shipyards which were building destroyers and for the creation of extensive new yards. Early in October Congress appropriated \$350,000,000 for building destroyers and speeding up construction. Work was already under way on the new yards, in which keels were laid this spring. The yard at Squantum, Mass., which has been built up in a few months, is the largest destroyer-building plant in existence. New factories for building engines and other parts for these vessels have been erected, and the United States is now building many more destroyers than any other navy possess when the European War began.

New records in construction are being made. Formerly from twenty to twenty-two months were required to complete a destroyer. Not long ago one was launched at the Mare Island Navy-Yard, 66 per cent. complete, in four months. A destroyer, which was commissioned on the West Coast fifty-one weeks after her keel was laid, recently made the run from a Pacific port through the Panama Canal to an Atlantic port in ten and a half days' steaming, a new record for the passage from the Pacific to the Atlantic. Within ten days after it had been decided to utilize the Ford automobile plant in Detroit, for ship-building, the Bureau of Construction and Repair and the Bureau of Steam Engineering had completed the plans for a new type of submarine-fighter which embraces many of the features of the destroyer, and is as large as the earlier ones, tho not so large as the most modern type. Twenty days after Mr. Ford had been notified by telegraph that the contract had been awarded him for a considerable number of these boats, the keel of the first was laid in his factory. A plant covering five acres is being erected for the assembling of these vessels, and the builder believes that when producers have reached their maximum these boats can be turned out at the rate of one a day. In a recent interview Mr. Ford said:

"The Navy is going to play the important part in this struggle because comes. And the other big reason is that the United States Navy is the most efficient organization I have ever seen in action. Its men are all alert, working toward a common purpose, and willing to be on the job twenty-four hours a day whenever necessary, which is quite often. That is what I call efficiency. I always thought that we had one of the best organizations in the world, but I am willing and proud to take off my hat to the Navy Department."

The Ford boats will constitute a

special class, known as the "Eagle Class," and will be known as Eagle No. 1, Eagle No. 2, etc.

The 110-foot submarine-chasers, of which hundreds have been built, have proved very seaworthy, and a number are in service in European waters as well as on our own coast. They are adapted for work near the coast, while the swift destroyers range far out to sea, convoying merchant vessels and transports and running down U-boats.

The United States has now in service the largest battle-ship afloat, having a displacement of 31,400 tons as compared with 28,000 tons, the largest of Germany, and 27,500 tons, the largest British super-dreadnought known. It is building still larger ones, and the battle-cruisers which have been contracted for are to be 35,000 ton's displacement and to have a speed of thirty-five knots. Work has not been pushed on battle-ships the past year, but Secretary Daniels has asked Congress to authorize the completion of all the remainder of the vessels in the "three-year program," and construction will go forward more rapidly on the battle-ships and battle-cruisers.

There are four times as many ships in the service of the Navy as there were a year ago. More than 800 vessels—merchantmen, yachts, fishing-boats, and fast motor-craft—have been taken over and converted into transports, patrol-vessels, mine-sweepers, submarine chasers, and the various types required. This has supplied the need for auxiliary vessels, of which previously there were very few.

The 109 interned German ships, whose crews thought they had damaged them beyond repair, have all been repaired and are now in service, the larger ones as transports, and others as supply-vessels. Some are operated by the Navy and others by the Shipping Board. The repair of these vessels, which added more than 700,000 tons to the available tonnage of this country, was a triumph of American engineering and inventive skill. The rehabilitation of the machinery of these huge ships, such as the Vaterland, now the Leviathan, was one of the most notable achievements of the Bureau of Steam Engineering.

The supply of engines for the great number of destroyers and other vessels has presented a difficult problem, the builders being called upon to produce a far larger output than ever before. But the demands have been met under the direction of the Bureau of Steam Engineering, whose work has also grown immensely in caring for the motive power of the fleet, which has increased enormously. Our Wireless The World's Greatest

At the outbreak of war, the Navy took over the entire radio service of the country. On account of duplication twenty-eight commercial stations were closed. All those in existence were brought together in a comprehensive system, and other stations erected. The new stations at Pearl Harbor, Hawaii, and Cavite, Philippine Islands, the most powerful stations in existence, have been completed as well as the high-power station at San Diego, Cal. The Atlantic Coast stations are in direct communication with Pearl Harbor, and with this one relay, a message can be flashed from Sayville, Long Island, to the Philippines. By New Year's direct communication had been established with Rome. The United States radio system stretches from Alaska in the north to the Panama Canal Zone in the south.

In addition to this service, the Navy furnishes radio-operators for the rapidly increasing number of ships. To meet these needs thousands of wireless operators have been enlisted and trained. At present there are 5,000 at the two principal schools alone, those at Harvard and Mare Island, Cal.

Chairman Hurley tells us also that the Germans thought they would prevent us from using their vessels in American waters by crippling the machinery, but American ingenuity spoiled their trick, and with the expenditure of \$8,000,000,000 we have succeeded in placing in our war-service and in the service of the Allies 112 first-class German and Austrian vessels, which represent a carrying capacity of nearly 800,000 dead-weight tons.

Food For Ourselves And The Allies

Mr. Herbert Hoover, American, famous as the chief of the Belgian relief long before we got into the war, was asked by cable to London by President Wilson in May, 1917, to come to Washington to report on the food conditions of the Allied countries. By authority of the Food Control Act of August 10, 1917, President Wilson appointed him Administrator of the United States Food Administration. The organization of this emergency department of war activities rapidly expanded until at the close of our first war-year the personnel in the Washington offices include about one hundred volunteers—heads of departments, assistants, and others—and seventeen hundred paid employees—clerks, stenographers, typists, and others. There is an official representative of the Food Administration in each State (as well as the District of Columbia, Alaska, Porto Rico, and Hawaii), called Federal Food Administrators, and each one has a staff in the capital city of the State. In addition, an elaborate county organization has been effected in forty-one States. Altogether, there are at present two thousand six hundred county Food Administrators with an average

CAPT. EDWARD C. PRICE, JR.



Introducing the youngest Company commanding officer of North Carolina and a soldier from reville to taps in the days when his father was Captain and before he could shoulder a gun to camp at Morehead with H. Co. At 15 standing guard, at 17 a member of the Company; at 21 appointed 1st Lieutenant. Saw Border service with the Company 1916-17, returning here in April; mustered into service and appointed captain on July 24th, 1917. A native of Warrenton; educated at Warrenton High School. His record in the service has been a splendid one and each day it grows better as he whips H. Co. into shape to count against the German hordes. At 25 he is fit and ready to go and to lead others.

of four thousand thousand organized workers in each State officially affiliated with the Food Administration. These workers include governmental and municipal officials, such as health officers, pure-food inspectors, weights and measures inspectors, and also many teachers, officers in women's clubs, and so forth. The staff of each Federal Food Administrator and each County Administrator is organized, as far as it may be in general correspondence, to the staff organizations at Washington, including divisions of conservation, distribution, cooperating organizations, educational publicity, and the like.

A conspicuous feature of the work of the Food Administration is the constant conferring by the United States Food Administration and the Federal Food Administrators with the representatives of different food trades and organizations, and with producers and consumers and distributors. Mr. Hoover has held not less than two hundred and fifty of these conferences in Washington, which have been attended by leading representatives of all food interests from all over the country. No regulations have been made, nor any

important requests for co-operative work, without previous consultation and conference with the groups most directly interested.

As a result of the activities of the Food Administration, the United States has been able to maintain a constant sending of the needed food-stuffs overseas, without radical disarrangement of ordinary commercial practices in the United States, and without any serious hardship to the people of the country. Although war-prices must obtain during times of war, not only in the warring countries themselves, but in all neutral countries having direct commercial relations with the countries at war, the United States Food Administration has been able to stabilize the prices of the more important staple food commodities and to prevent profiteering to a very large degree. It has met, on the whole, with a wide-spread, earnest, and most effective cooperation from the people of the country and has been able to effect an actual conservation of food which, tho it can not be expressed in exact figures, is none the less real. The Food Administrator has recently estimated that the consumption of wheat in the United States is now at least fifteen per cent. below the prewar normal.

From July 1, 1914, to March 1, 1918, the United States exported to Europe enough food to ration completely 60,000,000 people, with an additional protein ration for 23,000,000 more. The total exportations of wheat and wheat-flour (in terms of wheat) to England, France, and Italy in this period were 526,059,000 bushels, or an annual average of 143,471,000 bushels. The pork exports have amounted to 3,000,000,000 pounds (\$18,335 per year, on the average), and the exports of fresh beef reached 660,318,000, or an average yearly of 180,087,000 pounds. The export of dairy products has amounted to 604,000,000 pounds, giving a yearly average of 164,786,000 pounds, and the sugar exports have reached the total of 2,850,000,000, which means a yearly average of 777,234,000 pounds.

The whole effort of the United States Food Administration can be summed up in a single sentence; it is trying to help win the war by mobilizing the entire food-sources of America and the patriotic cooperation in food-control and food-saving of all the people of the nation. There follows the account of the stewardship.

On August 14 the President, on the recommendation of the Food Administrator, authorized by executive order the creation of the Food Administration Grain Corporation, with a capital stock of \$50,000,000. On the same day the Food Administration issued an order requiring the obtaining of licenses by all wheat and rye millers and elevators excepting millers operating mills of a daily capacity of one hundred barrels or less. On August 30 the President announced the fair price of wheat (\$2.20) which would be paid by the Government. This price has been determined by the Fair Price Committee, representing producers and consumers, appointed by the President.

On September 4, the Food Administration Grain Corporation opened its offices for the purchase of wheat.

These serious measures affecting the handling of wheat and wheat-flour thus put into force gave the control of the wheat and wheat-flour of the country into the hands of the Food Administration. As a result it has been possible to establish and maintain a price for flour which affords a material increase in the price obtained by the wheat-farmer and a material decrease in its cost to the consumer. This has been accomplished by a radical cutting out of the middleman profits.

On September 7 the second step in the adoption of a general licensing system for the food-trades was taken by the insurance from the Food Administration of a regulation requiring all importers, manufacturers, and refiners of sugar, sirups, and molasses to secure licenses.

On October 1 an arrangement with the sugar-refiners was effected by which they agreed to refine sugar on a net margin between the cost of their raw materia and the selling price of the refined product of approximately 1.3 cents per pound after trade discounts were deducted. This arrangement stabilized the price of all sugar consumed in America and sent to the Allies, and prevented the otherwise inevitable sky-rocketing of prices to the consumer which was plainly imminent.

On October 8 importers, manufacturers, stores, and distributors of sixty-four staple food-commodities were

required to secure licenses. The development of the licensing system was continued by regulations issued later as follows: November 7, manufacturers of bakery products using ten barrels or more of flour per week were required to secure licenses; November 15, manufacturers, importers, storer, and distributors of white arsenic and insecticides containing arsenic were required to obtain licenses (this being made necessary by the growing difficulty of farmers, gardeners and orchardists in securing sufficient arsenical in insecticides for the proper production of their crops); January 3, 1918, all importers, manufacturers, storer, and distributors of ammonia, amfoniaical liquors, and ammonium sulfate were put under license.

On January 10, 1918, importers, manufacturers, storer, and distributors of feeds (for animals) and of alimentary pastes (macaroni, spaghetti, etc.); all persons engaged in the business of manufacturing any product derived from wheat or rye; certain canners of peas, dried beans, corn, tomatoes, salmon, and sardines who were not included in the proclamation of October 8, all salt-water fishermen engaged in the commercial distribution, including catching and seining, of salt-water fish, were required to secure licenses. Finally, on January 30, bakers using three barrels and over of flour each month and roasters of green coffee were required to secure licenses.

Through its Division of Distribution, the Food Administration has licensed eighteen thousand grocers, including all wholesale dealers and those retailers doing a business of \$100,000 a year and over. These merchants

1ST-LIEUT SAM M. CONNELL



A son of Mr. and Mrs. W. A. Connell, of Warrenton Plains. A W. H. S. and A. & E. student. Joined H. Co. at fifteen and was with the Company on the Border. Preferring other branches of the Army, he requested a discharge from the home organization, and attended the Officer's Training Camp at Fort Oglethorpe. Choosing army aviation, he was ordered to Georgia Tech., and after spending the necessary time there, he was ordered to Wilbert Wright Aviation Field, Dayton, Ohio, where he was taught the practical side of flying; on account of severity of weather, the cadets were ordered to Houston, Texas, where he passed the R. M. A. (Reserved Military Aviation) test and became a 1st Lieut. of A. class. He is now at Gunter Field, Lake Charles, La., driving one of the high speed new machines. He is 21 years old, and is making a good record.

are subject to the rules and regulations issued by the Food Administration, and if they do not observe them their licenses can be revoked. One of the most important of these rules provides that the licensee shall sell on the basis of actual cost rather than on the market as heretofore. This is a very radical change from usual commercial practice, but the great majority of dealers have cooperated willingly, and the monthly reports which they are required to send into the Food Administration, showing their profits on the licensed articles, have been very satisfactory.

The Food Administration has no power to license retailers doing a business of less than \$100,000 a year, and these constitute over ninety-five per cent. of the retail grocers of the country. An extensive campaign, however, has been carried on by the Distribution Division, to enlist the cooperation of these unlicensed retailers. Through the help of the traveling salesmen of the large wholesale

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BRIEF REVIEW OF LATEST WAR NEWS

ALLIED LINE TIGHTENS AS REINFORCEMENTS COME

Each Day Allies Position Grows Stronger; Germany's Masses Are Held In Check As Allies Fight With Backs to the Wall.

The drive of the Germans has been halted,— fewer attacks in mass formation, but in some sectors fighting continues with more or less violence. The British and French have held their ground with some advance at strategic points.

Another big drive is expected with the Allied armies confident of success. Numerous attacks in mass formation were beaten back with great loss to the enemy, and twenty-five trains loaded with wounded Germans have been reported being moved to the rear. Public buildings, hospitals, churches and school houses with impressment of private homes have filled the Belgian cities with wounded soldiers from the battlefields.

The American soldiers have given a good account of themselves. In one instance the immediate commander stated that there was no one to be sighted every man acted as a hero. Whether the lull in infantry fighting is from sheer exhaustion or for further preparation is not known.

The expected counter strategic attack of General Poch, the Allied commander in chief, has been expected to develop—when and where will not be known until the hour arrives.

The gains of the Germans have been greatest in boosting the war spirit in Germany, but to buy this public approval the Kaiser has sacrificed from 250,000 to 400,000 men. Certainly greater than they estimated and their purpose to break through the lines has nowhere been accomplished. Many thousands of tons of explosives have been dropped on their supply and ammunition depots behind the lines, with no way of estimating the amount of damage, which must be heavy.

The French have reinforced the British line which held out against the German solid waves of infantry for weeks against great odds. The outlook brightens for the Allied cause as every day's delay brings up new reinforcements and with the American government rushing troops across the ocean to the scene of war with unexampled facility.

TELLS OF WAR ON OTHER SIDE

SERGT. LEWIS N. GILGER ON "EXPERIENCES ACROSS"

Guest of Mr. Peck Delivers Interesting Talk at Cotton Mill School On Saturday Night; Mr Polk Also Makes Bond Appeal.

Sergeant Lewis N. Gilger, a graduate of Williams college and a fraternity mate of Mr. Thomas D. Peck from the Williams College chapter of Alpha Delta Phi, returned to duty at Camp Jackson Sunday after spending several days here as the guest of Mr. Peck.

Mr. Gilger was one of 174 Americans who left this country in 1917 for France where he joined the French Army Ambulance Corps. At the request of Mr. Peck, Sergeant Gilger told a number of Warrenton people and people of the Cotton Mill of his experiences with the Ambulance Corps during his period of enlistment.

The meeting was held in the Peck school building, and in pleasant narrative style the audience was held as experience after experience came from the lips of the man who had been.

"The Ambulances advance as the Army does and is always up to the third line trenches; shells burst all about them as they are on their errands of mercy," said Gilger. Continuing, he spoke clearly of the trench systems and of life therein; of rushing troops to the front; of the horrors of Liquid fire and the deadlines

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