

PRIDE OF GERMAN NAVY SURRENDERS

SEVENTY-ONE SHIPS OF ALL CLASSES GIVEN UP FOR INTERNMENT.

A Line of Allied Warships Fifty Miles Long, and Including Five Big American Warships, Took Part in Ceremony.

London.—The bulk and pride of the German navy surrendered fifty miles off the coast of Scotland between 9:30 and 10 o'clock Thursday morning, November 21. It included seventy-one ships of all classes, including destroyers. The surrender went off according to plan. British war ships escorted the German craft into the Firth of Forth, where internment was begun at 1:45 p. m.

Three Vessels Lacking
The German surrendering fleet was short three vessels, namely, one battleship, one cruiser and one light cruiser. It was explained these would be delivered later.

Among the seventy-one vessels surrendered were seven battleships, five battle cruisers and seven light cruisers, the remainder being destroyers. The three vessels that were scheduled to give up but did not appear are being repaired, it was explained.

King George, the prince of Wales and Admiral Sims were aboard Admiral Sir David Beatty's flagship, the superdreadnaught Queen Elizabeth, together with many British and American notables witnessing the impressive naval display. A line of allied warships fifty miles long and including five big American greyhounds, took part in the ceremony. Altogether there were about 500 allied and American war craft in the "reviewing stand."

About the same time the big surface fleet was delivered, the British forces from Harwich steamed out to meet the second batch of U-boats. One of the German submarines was disabled en route.

The rendezvous between the victors and the vanquished took place near May Island. Rear Admiral Sinclair led the German fleet between lines of the British grand fleet and the allied and American vessels, which convoyed the Germans to their harbor of internment like armed guards marching convicts to their cells.

The weather was favorable. Many big airplanes hovered overhead as the "eyes of the fleet." The Germans came with full crews aboard. It is understood that Admiral Beatty refused a German request that the German crews be permitted to stay aboard the ships at the point of surrender.

CONGRESS TAKES RECESS.

Lawmakers Have Vacation Until December 2.

Washington.—The second session of the Sixty-fifth, or "war" congress, which began last December 3, ended at 5 p. m. Thursday, November 21, under a resolution which had been adopted earlier in the day by the senate, 41 to 18, and by the house without objection.

Since the third and final session of this congress will begin in eleven days—December 2—the adjournment was devoid of many of the spectacular features usually accompanying the ending of sessions.

President Wilson did not go to the capitol because no legislation requiring his action was passed by either body, and only small groups of members and spectators waited for the falling of the gavel of Vice-President Marshall and Speaker Clark.

JUDGE TO AID MOONEY.

Man Who Sentenced Him Asks for New Trial.

San Francisco.—The efforts being made to save Thomas J. Mooney from the gallows was marked here Thursday by the publication of a letter from Superior Judge Franklin A. Griffin, who tried and sentenced Mooney, to Governor Stephens, asking a new trial for Mooney because of alleged evidences of a fraud conspiracy against him. The letter was written on November 19. Its receipt in Sacramento was acknowledged by Governor Stephens, who would make no comment.

Parliament Prorogued.

London.—Parliament was prorogued Thursday. The king's speech read by commission, owing to his absence in Scotland, expressed "humble thanks to Almighty God for the success with which it has pleased him to crown our arms."

England's Loss by Air Raids.

London.—England's bill to Germany for damage done by air raids is authoritatively stated to amount to \$3,385,000. The totals of air raid victims are: Killed, 488; injured, 1104; total, 1592.

Powder Plant to Close.

Petersburg, Va.—The Dupont power plant at Hopewell is to be shut down and all production cut off. It was officially announced here Thursday. Fifteen thousand men will be thrown out of employment.

Fech Status Proposed.

Washington.—A "resolution" authorizing the erection of a statue to Marshall in Washington and appropriating \$100,000 for the purpose, was introduced in the house Thursday by Representative Sinnott of Oregon.

American Boy Again Goes to Sea on American Ships



THE NEW-STYLE CREWS TRAINED FOR THE MERCHANT MARINE ARE "100% AMERICAN"

THE American boy again goes to sea on merchant voyages to distant ports. The old romance and glamor of seaports and vessels is again being felt by the youth of the country, as it was in the adventurous days of the square riggers, from the forties to the sixties.

The United States shipping board, which has in hand the work of manning the new merchant marine—the "bridge of ships" with which the Atlantic has been reduced to the size of an inland lake—reports that more than 150 young Americans are now coming forward every day in the month to serve on American merchant steamers—a greater number of lads "signed on" in a day than sailed out of American ports in a month in the "good old days" of tall spars and hemp rigging.

History is thus repeating itself, with interest, and also with some important differences. In the old days the adventurous boy who went to sea took up a life of hardship and privations. The social line was sharply drawn for him, for he was either "a common sailor," aspiring to nothing higher than life in the forecastle, or he was a "gentleman's son," perhaps the owner's, sent on a voyage to gain experience which should serve to introduce him to life in a sea merchant's counting room, perhaps his father's.

Today such social distinction does not exist. Rich and poor, rough and gentle, the worker and the college student, are among the youths whom the new era in American shipping has brought forward to serve on American vessels. One aspiration moves them all—to serve their country in one of its most vital activities in the greatest of all wars for human liberty.

Back of that purpose is the main-spring of natural inclination toward the sea as a sphere of action, an inclination that is expected to lead thousands of these volunteers to remain permanently in the merchant marine, many of them as officers, after peace returns, to carry the flag ahead of that of other nations in a race for the world's trade.

Romantic Appeal Strong at 18.
The return of American boys to the sea in large numbers, while due primarily to war conditions, is made possible only by a recent ruling of the shipping board reducing the minimum age at which men are accepted for the merchant service from twenty-one to eighteen years.

This ruling has acted as a marvelous stimulant to recruiting for the merchant marine—for in these days men are recruited for this service all over the country, the shipping board having 6,000 stations, in drug stores, in the various states, where the sea-goer may "put his fist" to an application for service.

It has been found that the American youth of today between eighteen

and twenty-one is extraordinarily active, impetuous and ardent. Adventure appeals to him then as it never will again. The call of the sea at eighteen is well-nigh irresistible.

It may not be romantic to apply for sea service at a drug store, but the American boy finds it effective. In a very short time he finds himself on the way to a seaport—at the government's expense—and once there an hour is enough to change him to sea clothes and to the outward semblance of a sailor.

The moral effect of this change is greater even than the physical—for the novice feels that he has entered a new world in some magical way—as indeed he has, when all is told.

Old Ways and New.
Of adventure the new-type American lad has plenty, from the moment he puts on his uniform on the training ship. It is not, however, the kind of adventure that he has read about. He does not wear the loose duck trousers, and "superabundance of checked

CONDENSATIONS

Bell metal is made of 77 parts of copper and 23 of tin.

Scotland's population is 15,411 greater than that of Ireland. She is also nearly twice as rich.

To aid a carver, a Denver man has invented a clamp which holds a roast of meat firmly and permits it to be turned over easily.

The gas meters of the houses in New York city are now recorded by cameras, which yield a permanent record of each of the regular readings.

A person who renders a false or fraudulent return with intent to evade a proper payment of income tax incurs liability to a 100 per cent increase of the tax and to fine and imprisonment besides.

"Ladies' silk dresses sometimes contain tin to make them rustle, and only the microscope can detect it," said J. E. Barnard at the British scientific products exhibition, King's college, Strand, London, recently.

The largest thermometer in the world, 20 feet high, with figures big enough to be read at 100 feet distance, was made in Rochester for a Boston druggist. The glass tube was 16 feet long. The instrument registered from 35 degrees below to 115 degrees above. Of the 37 states in which the amount of compensation is based upon wages Puerto Rico alone provides 75 per cent, Massachusetts, Nebraska, New York and Ohio provide 68 2-3 per cent, California, Illinois, Kentucky and Wisconsin 65 per cent, Hawaii, Kansas, Minnesota and Texas 60 per cent, Idaho, Indiana and Utah 55 per cent, while 21 states, or 57 per cent, provide only 50 per cent.

Of the men now sitting in the United States senate 26 have served as governors of their respective states. An incubator invented by a Parisian not only hatches chickens, but protects them from microbes until they reach a certain age.

The design of an eagle was at one time considered for the national flag of the United States, but the suggestion was abandoned. A large Philadelphia theater, it is said, is to be the first one in the world to be operated without footlights. All the stage illuminations will come from electric lamps above.

and a "low-crowned, well-varnished hat, with half a fathom of black ribbon hanging over the left eye," described by Dana in "Two Years Before the Mast." His uniform is of blue, somewhat different from that used in the navy, and fully as natty.

His quarters on the training ship are neat, and he has a comfortable bed, with spring, mattress and blanket, in a stateroom with one other apprentice, or in a row of pipe berths.

Contrast this with the bed of Dana on the Brig Pilgrim, bound around Cape Horn in 1834: "The steerage in which I lived was filled with coils of rigging, spare sails and ship's stores, which had not been stowed away. Moreover, there had been no berths for us (the boys) to sleep on. . . . The sea, too, had risen, the vessel was rolling heavily, and everything was pitched about in grand confusion. My hat, boots, mattress and blankets had all fetched away and gone over to leeward and were jammed and broken under the boxes and coils of rigging. To crown all, we were allowed no light to find anything with, and I was just beginning to feel strong symptoms of seasickness. I lay down on the sails. I shortly heard the rain-drops falling on the deck thick and fast—the loud and repeated orders of the mate, tramping of feet, creaking of blocks, and all the accompaniments of the approaching storm. In a few minutes the slide of the hatch was thrown back, and the cry 'All hands ahoy! Tumble up here and take in sail!' saluted our ears."

Sensick and miserable, the boy was sent aloft, where he "lay out" on the yard and held on with all his strength, "making wild vomits into the black night."

Modern Type of Sailor Lad.

The sailor lad of today is not only a new type, but he works under new conditions. He is not thrown abruptly and untrained into a rough crew and expected to hold his own with seasoned sailors. He is first trained for his new job, just as soldiers are trained in camp.

In his case the training is done on a ship—a big training ship operated by the shipping board. Here the inexperienced boy taking his first steps as a sailor is given careful instruction under a system that has been scientifically devised to make him efficient in his new calling.

Six weeks of intensive schooling 8 hours a day, is enough to give the new-style sailor lad a pretty broad groundwork for his future knowledge as a seaman.

It also serves to give him his "sea legs"—an important item—for the training ship makes cruises in the Atlantic or Pacific as the case may be, and the boy gets enough rocking in the cradle of the deep to cure him of seasickness before he is asked to take an offshore voyage as a sure-enough sailor on a merchant steamer.

No Excuses.

"What excuses do you make to your wife when you stay out at night?" "I don't make any excuses," replied Mr. Meekton. "I simply sit up and wait till Henrietta gets home from the meeting she has been addressing."

Retrousee.

She—You needn't make fun of my nose; I didn't choose it.
Her Brother—That's right, six; it turned up unasked.—Boston Evening Transcript.

M'ADOO RETIRES TO PRIVATE LIFE

SECRETARY OF TREASURY AND DIRECTOR OF RAILROADS HAS RESIGNED.

Inadequate Salary is Reason That is Given by Cabinet Member for Relinquishing Post as Soon as Successor is Selected.

Washington.—William Gibbs McAdoo, secretary of the treasury, director general of railroads and often discussed as one of the presidential possibilities of 1920, has resigned his offices to return to private business.

President Wilson has accepted his resignation. Mr. McAdoo will give up the treasury portfolio as soon as his successor has been selected. He wished to lay down his work as director general of railroads by January 1, but will remain if the president has not then chosen a successor.

Upon the new secretary of the treasury, whoever he may be, will devolve the task of financing the nation through the transition period of war to peace, which probably will include at least two more Liberty loans and possibly also a further revision of the system of war taxation.

Letters from President Wilson and Mr. McAdoo, made public November 22, with the announcement of the resignation, give Mr. McAdoo's reasons for leaving the cabinet solely as a ne-

WILLIAM G. M'ADOO



William G. McAdoo, who has resigned as secretary of the treasury and director general of railroads.

cessity for replenishing his personal fortune, and express the president's deep regret at losing his son-in-law from his official family.

Mr. McAdoo receives \$12,000 a year as secretary of the treasury, the uniform salary of cabinet members, and nothing as director general of railroads. His family expenses are known to have been heavy in the last few years, although since the war he has taken almost no part in the little capital society that remained. Repeatedly the secretary has referred to small salaries of government officials, though he did not refer to his own case.

Mr. McAdoo made the announcement of his retirement at one of his weekly conferences with a score of newspaper men in his private office at the treasury.

The rise of Mr. McAdoo to a place of influence in the administration, which many have declared was second only to the president, was very fast. As a southern lawyer who had been interested in transportation schemes in southern cities, he went to New York and accomplished the then almost unbelievable feat of successfully tunneling the Hudson river for electric trains. One of the first men to suggest the scheme—if not actually the first—was adjudged a lunatic, and he lived to see the project an accomplishment.

It is entirely probable that the president will fill separately the offices of the secretary of the treasury and director general of railroads.

President Smith Laid at Rest.

Salt Lake City.—The funeral services for President Joseph F. Smith were held here Friday. Though health conditions would not permit a public funeral service, a solemn noon hour was observed, not only in Salt Lake, but throughout the state, by a suspension of business and industrial activity.

Ford Quits Motor Company.

Detroit.—Henry Ford has announced his retirement from active participation in the management of the Ford Motor company, complete control of the Ford interests in the company to be taken over by his son Edsel.

Dismiss Case Against La Follette.

Washington.—The senate privileges and elections committee has voted 7 to 2 to dismiss proceedings against Senator La Follette of Wisconsin for an alleged disloyal speech at St. Paul more than a year ago.

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PASS SUMMER IN TEMPLES

Peking Custom of Which the Only Merit is Assurance of Absolute Peace and Quiet.

"Temple parties" constitute a popular form of diversion for the summer months in Peking. The hills to the westward are dotted with so-called temples—rambling compounds of one-story buildings built centuries ago by emperors in memory of departed ancestors. The buildings invariably surround a paved court or often a series of such courts, shaded as a rule by century-old trees. In the temple proper is still to be found a gigantic "Buddha" or idol before whom joss-sticks are lighted at intervals by priests and acolytes, of whom there are generally a half dozen all told, occupying a portion of the compound.

It is quite easy and inexpensive to secure the use of one of these temples—one or more of the unoccupied subsidiary buildings—for a week-end, a week or the whole summer. They are entirely without furniture except insofar as a raised platform whereon the Chinese used to sleep might be called furniture. Once installed the occupant enjoys absolute peace and quiet by day. As a rule he sleeps in the company of one of the lesser "Buddhas," who is hidden behind a curtain. The only intrusion upon his privacy occurs when the priest or acolyte brings food and places it before the idol and returns later to remove what the rats have left of it.

A number of the oldtimers in Peking have their temple leased year after year and pass the summer there. For the novice, owing to the general lack of everything that makes for comfort, once is enough. It is a thing, however, that everybody must do once.

CRITICISM MUST BE KINDLY

Nothing Good Can Come of Method Which Does Not "Speak the Truth in Love."

There is the story of a contentious man who said to his pastor, "I cannot preach or pray or sing, but I can raise objections." Such men are not rare. There is one, at least, in almost every church, club, lodge or society of whatever kind. The critic is ever with us. And, candidly, we need him. We cannot do our best work without him. He is like the brake in the mechanism of a motor-car. He holds us back when we would go too fast. If at times he delays our progress, he is necessary to our safety. His conservatism counteracts the possible evils of radicalism. Much might be said for the economy of criticism.

But the method of criticism is also important. The brake should work smoothly. The critic need not destroy the organism he proposes to reform. Often the effect of his criticism is wholly destructive. Sometimes his methods remind us of the man who set fire to a barn to rid it of rats. A sensitive spirit who had been harshly treated by a critic retorted, "I know there is a clinder in my eye, but you can't remove it with a crowbar." The apostolic injunction, "speaking the truth in love," gives the critic a safe rule of action. No truth, however severe, is unwelcome, if it be spoken in love. It takes the spirit of Christ to take the sinner by the hand while we take sin by the throat.—Christian Herald.

Protection From Live Wires.

For the sure protection of those handling live wires a pair of gloves, inside and one outside of the rubber gloves have been recommended. The woven fabric inside glove takes up perspiration and shields the rubber over the finger nails and a leather guard over the rubber glove protects the outside mechanical injury, also grasping tools and keeps the hand warm in winter.

Friendship's Obligations.

I must feel pride in my friend's accomplishments as if they were my own—and a property in his virtues.—Cron.

Worked Bull in Harness.

A bull in harness was seen at Coed, Wales, recently. The animal, used by its owner for plowing, was so driven him around his farm. The bull is a purebred three-year-old, and was bought for three hundred dollars by his present owner in 1917.

An Old One With a New Name.

Kidd—I see that a Texas man invented a postcard for mailing. Kidder—Good for him. Anything that makes our money go farther.