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A M E R I C A

☆ ☆ ☆ *in the* ☆ ☆ ☆

WORLD WAR



"AMERICA FORE"

Compliments of
FIDELITY-PHENIX
FIRE INSURANCE CO. OF NEW YORK

Cash Capital - - \$2,500,000

HENRY EVANS, President

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“AMERICA FORE”

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THOMAS JEFFERSON

As Secretary of State, in 1793

SAID OF NAVIGATION:

“Its value as a branch of industry is enhanced by the dependence of so many other branches upon it.

“In times of general peace it multiplies competitors for employment in transportation, and so keeps that at its proper level; and in times of war, that is to say, when those nations who may be our principal carriers shall be at war with each other, if we have not within ourselves the means of transportation, our produce must be exported in belligerent vessels, at the increased expense of war freight *and insurance*, and the articles which will not bear that must perish on our hands.”

★ ★ ★

Victory in the World War will find the United States touching the opportunity to carry her fair and full share of the World's Trade. To grasp that opportunity, the Nation must be prepared in all things—shipping, banking and insurance particularly. American goods, in American vessels, protected by American insurance for American progress—that is the essence of our doctrine of

“AMERICA FORE”

A M E R I C A

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WORLD WAR

From President Wilson's Mount Vernon Independence Day address:

"The Past and the Present are in deadly grapple and the peoples of the world are being done to death between them.

"There can be but one issue. The settlement must be final. There can be no compromise. No halfway decision would be tolerable. No halfway decision is conceivable. These are the ends for which the associated peoples of the world are fighting and which must be conceded them before there can be peace:

"I.—The destruction of every arbitrary power anywhere that can separately, secretly and of its single choice disturb the peace of the world; or, if it cannot be presently destroyed, at the least its reduction to virtual impotence.

"II.—The settlement of every question, whether of territory, or of sovereignty, of economic arrangement, or of political relationship, upon the basis of the free acceptance of that settlement by the people immediately concerned, and not upon the basis of the material interest or advantage of any other nation or people which may desire a different settlement for the sake of its own exterior influence or mastery.

"III.—The consent of all nations to be governed in their conduct toward each other by the same principles of honor and of respect for the common law of civilized society that govern the individual citizens of all modern States in their relations with one another, to the end that all promises and covenants may be sacredly observed, no private plots or conspiracies hatched, no selfish injuries wrought with impunity, and a mutual trust established upon a handsome foundation of a mutual respect for right.

"IV.—The establishment of an organization of peace which shall make it certain that the combined power of free nations will check every invasion of right and serve to make peace and justice the more secure by affording a definite tribunal of opinion to which all must submit and by which every international readjustment that cannot be amicably agreed upon by the peoples directly concerned shall be sanctioned.

"These great objects can be put into a single sentence. What we seek is the reign of law, based upon the consent of the governed and sustained by the organized opinion of mankind.

"These great ends cannot be achieved by debating and seeking to reconcile and accommodate what statesmen may wish, with their projects for balances of power and of national opportunity.

"They can be realized only by the determination of what the thinking peoples of the world desire, with their long-ing hope for justice and for social freedom and opportunity."

* * *

From President Wilson's Red Cross address:

"There are two duties with which we are face to face. The first duty is to win the war, and the second duty, that goes hand in hand with it, is to win it greatly and worthily.

showing the real quality of our power not only, but the real quality of our purpose and of ourselves.

"I have heard gentlemen recently say that we must get five million men ready. Why limit it to five million?"

"I have asked the Congress of the United States to name no limit, because the Congress intends, I am sure, as we all intend that every ship that can carry men or supplies shall go laden upon every voyage with every man and every supply she can carry.

"And we are not to be diverted from the grim purpose of winning the war by any insincere approaches upon the subject of peace. I can say with a clear conscience that I have tested those intimations and have found them insincere. I now recognize them for what they are, an opportunity to have a free hand, particularly in the East, to carry out purposes of conquest and exploitation.

"Every proposal with regard to accommodation in the West involves a reservation with regard to the East. Now, so far as I am concerned, I intend to stand by Russia as well as France.

"For the glory of this war, my fellow citizens, insofar as we are concerned, is that it is, perhaps for the first time in history, an unselfish war.

"I could not be proud to fight for a selfish purpose, but I can be proud to fight for mankind.

"If they wish peace, let them come forward through accredited representatives and lay their terms on the table. We have laid ours and they know what they are."

Men

Secretary of War Baker announces :

American troops sent overseas numbered 1,019,115 on July 1, 1918. Of this number approximately 700,000 are fighting troops.

1917	Transported	1918	Transported
May	1,718	January	46,776
June	12,261	February	48,027
July	12,988	March	83,811
August	18,323	April	117,212
September	32,523	May	244,345
October	38,259	June	276,372
November	23,016	Marines	14,644
December	48,840		
AGGREGATING.....		1,019,115	

* * *

General March, Chief of Staff, said that American troops actually on the fighting lines in Europe about July 1 numbered 251,000 and that American troops now abroad exceed 1,253,000. American fighting men have been sent to Italy from France.

* * *

Representative Caldwell, of New York, an Administration member of the Military Committee, made the following statement to the House, letting it be understood that the facts contained in his speech relating to accomplishments to date had been submitted to the War Department for approval :

"We have made mistakes. But America has done more in less time than any of our allies in preparation. She has raised a greater army in less time, and now heads a greater section on the lines, transporting her forces 3,000 miles across infested seas, than England was capable of doing in twelve months across a 30-mile channel. I submit the following figures as to our fighting forces to-day (May, 1918) :

FIRE INSURANCE CO.

	Officers	Men	Total
Regular army	10,295	504,677	514,972
Reserve forces	78,282	78,560	156,842
National Guard	16,906	411,952	428,858
National Army	33,894	510,962	544,856
Special duty	8,951	.....	8,951
April draft .....	.....	150,000	150,000
May draft .....	.....	233,743	233,743
Totals.....	148,328	1,889,894	2,038,222

* * *

Through the registration of men who have become 21 years old since June 5, 1917, 744,865 draftable men have been secured. In addition to these, the men made available for military service are by classes:

Class 1	2,428,729
Class 2	509,666
Class 3	427,870
Class 4	3,483,326
Class 5	1,839,856
Total.....	8,689,447

* * *

That the draft ages will be extended to men below 21 and over 31 by Congress appears now assured. It has been estimated that, if 18 to 45 are the ages decided on, about 7,000,000 men will be added to the available military forces.

* * *

A recent issue of *Forbes Magazine* gives the present available military forces of the warring nations, from which the following is compiled:

THE ENTENTE POWERS		CENTRAL POWERS	
<i>Nation</i>	<i>Armies</i>	<i>Nation</i>	<i>Armies</i>
France	2,604,000	Germany	5,541,800
Great Britain	2,580,000	Austria	2,164,100
British Colonials.....	535,000	Turkey	500,000
United States (latest figure)	2,038,222	Bulgaria	150,000
Italy	1,250,000		
Total	9,007,222	Total	8,355,900

* * *

MAN POWER OF CENTRAL POWERS COMPARED WITH THAT OF THE ALLIES.

<i>Associated Governments</i>	Population, 1914.	Estimated available for military service	
		Estimated males 18-44 inclusive, 1914.	of all kinds—70 per cent of B.
	A.	B.	of B.
Australia	5,000,000	850,000	595,000
Canada	7,500,000	1,275,000	892,500
France	39,000,000	6,630,000	4,640,000
Great Britain	46,000,000	7,820,000	5,474,000
India	320,000,000	54,400,000	37,800,000
Italy	36,000,000	6,120,000	4,284,000
Japan	54,000,000	8,180,000	1,390,000
New Zealand	1,200,000	204,000	142,800
Portugal	6,000,000	1,020,000	714,000
Serbia	2,800,000	476,000	333,200
South Africa	6,000,000	1,020,000	714,000
United States	100,000,000	17,000,000	11,900,000
Total	623,500,000	104,995,000	68,879,500
<i>Central Powers</i>			
Austria-Hungary	51,000,000	9,360,000	6,500,000
Bulgaria	4,750,000	800,000	560,000
Germany (continental)	68,000,000	12,850,000	9,000,000
Ottoman Empire.....	18,500,000	3,300,000	2,300,000
Total	142,250,000	26,310,000	18,360,000

* * *

Secretary Daniels announced July 23 the following figures for the various branches of the Naval Service, which has passed the half-million mark:

	Enlisted Men	Officers	Total
Regular Navy	209,831	9,327	219,158
Naval Reserve Force.....	203,720	15,846	219,566
Marine Corps	56,545	1,918	58,463
Coast Guard	6,377	228	6,605
Totals.....	476,473	27,319	503,792

The National Naval Volunteers, composed of 785 officers and 14,028 enlisted men, have been combined with the Naval Reserve Force.

* * *

Secretary of the Interior Lane advocates reserving of farm lands for returning soldiers:

"I believe the time has come when we should give thought to the preparation of plans for providing opportunity for our soldiers returning from the war. To the great number of returning soldiers land will offer the great and fundamental opportunity. The experience of wars points out the lesson that our service men, because of Army life, with its openness and activity, will largely seek out-of-doors vocations and occupations. This fact is accepted by the allied European nations. That is why their programs and policies of relocating and readjustment emphasize the opportunities on the land for the returning soldier. The question then is 'What land can be made available for farm homes for our soldiers?' While we do not have that matchless domain of '65, we do have millions of acres of undeveloped lands that can be made available for our homecoming soldiers. We have arid lands in the West; cut-over lands in the Northwest, Lake States and South; and also swamp lands in the Middle West and South, which can be made available through the proper development. Much of this land can be made suitable for farm homes if properly handled.

"There are certain tendencies which we ought to face frankly in our consideration of a policy for land to the home-coming soldier. First, the drift to farm tenancy. The experience of the world shows, without question, that the happiest people, the best farms, and the soundest political conditions are found where the farmer owns the home and the farm lands. The growth of tenancy in America shows an increase of 32 per cent for the 20 years between 1890 and 1910. Second, the drift to urban life. In 1880 of the total population of the United States, 29.5 per cent of our people resided in cities and 70.5 per cent in the country. At the census of 1910, 46.3 per cent resided in cities and 53.7 per cent remained in the country. This is an immediate duty. It will be too late to plan for these things when the war is over. This plan does not contemplate anything like charity to the soldier. He is not to be given a bounty. He is not to be made to feel that he is a dependent. On the contrary, he is to continue, in a sense, in the service of the Government. Instead of destroying our enemies, he is to develop our resources."

Money

U. S. WAR BONDS AUTHORIZED BY EACH BOND ACT.

	Amount of Bonds Authorized
First Liberty Bond Act of April 24, 1917, as amended by the second Liberty Bond act of Sept. 24, 1917	\$2,000,000,000
Second Liberty Bond act as of Sept. 24, 1917.....	7,538,945,460
Third Liberty Bond act of April 4, 1918.....	4,461,054,540
Fourth Liberty Bond act of June, 1918.....	8,000,000,000
Total	\$22,000,000,000

FIRE INSURANCE CO.

UNITED STATES CONGRESSIONAL APPROPRIATIONS

For the Fiscal Years Beginning June 30, 1917, and Ending June 30, 1919—(Cents Omitted).

	Year ended June 30, 1919	Year ended June 30, 1918	Total fiscal years June 30, 1917 to June 30, 1919
Army	\$12,087,800,900	\$8,912,179,191	\$20,999,980,151
Navy	1,607,468,416	1,876,691,866	3,484,160,282
Fortifications ..	5,437,814,113	56,646,593	5,494,460,706
Shipping	2,500,000,000	1,889,517,500	4,389,517,500
Operation of rail- roads	500,000,000	.....	500,000,000
War Finance Corporation ..	500,200,000	.....	500,200,000
Loans to Allies.	3,000,000,000	7,000,000,000	10,000,000,000
Food Production & Conservation	27,875,353	162,500,000	190,375,353
Aviation .....	.....	640,000,000	640,000,000
Pensions, Insur- ance, Interest and all other expenses	4,130,082,932	613,195,790	4,743,278,722
Grand Totals.	\$29,791,241,774	\$21,150,730,940	\$50,941,972,714

* * *
\$50,000,000,000!

Value of two years' entire manufactured products of the United States;

Twice the amount the United States Government spent from the first day of its foundation down to the end of 1917, during all the wars and all the times of peace;

Over twice the value of all exports of merchandise since the European war began;

Equivalent to \$2500 for every family in the United States;

Sixteen times the total amount of gold in the United States, and over five times the amount of gold in the world;

Ten times the aggregate amount of money in circulation in the United States;

More than twice the total deposits in all United States National banks;

About three times the total value of all United States railroads;

Enough to pay for 130 Panama Canals;

If equally distributed every human being in the world would receive \$30.

* * *

The United States Government is spending approximately \$50,000,000 a day for the prosecution of the war, according to figures made public by the Treasury Department. Including funds paid out for the redemption of Government securities, interest payments and retirement of national bank and Federal reserve notes, a total of more than \$2,719,000,000 was spent during the first twenty-six days of the new fiscal year. This includes approximately \$1,290,000,000 disbursed for exclusive war purposes.

Food

In January, 1918, Mr. Hoover, U. S. Food Administrator, cabled Lord Rhondda, British Food Controller:

"On January 1 we sent you the last of the surplus of the 1917 wheat harvest. All the wheat we can send between January and September must come from the savings of our people."

Upon receipt of this message, Lord Rhondda said: "The war is over; we are beaten."

The surplus of wheat shipped up to January 1, 1918, from the 1917 wheat harvest was 20,000,000 bushels. By the

first of September, 1918, there will have been landed on the other side of the Atlantic not less than 170,000,000 bushels of wheat, or wheat products. Of this amount 150,000,000 bushels is directly attributable to the voluntary savings of the people of America.

* * *

The Food Administration, in a letter to President Wilson, summarizes the shipment of foodstuffs during the fiscal year ending June 30, 1918, for the Allied and American armies, the civilian populations, the Belgian Relief and the Red Cross. The figures indicate the measure of effort by the American people to support Allied food supplies.

The total value of food shipments amounted roundly to \$1,400,000,000. Shipments of meats and fats (including meat products, dairy products, vegetable oils, etc.) to Allied destinations were as follows:

	Pounds
Fiscal year 1916-17.....	2,166,500,000
Fiscal year 1917-18.....	3,011,100,000
Increase	844,600,000

Increase in shipments is due to conservation and the extra weight of animals added by our farmers.

In cereals and cereal products reduced to terms of cereal bushels, our shipments to Allied destinations have been:

	Bushels
Fiscal year 1916-17	259,900,000
Fiscal year 1917-18	340,800,000
Increase	80,900,000

It is interesting to note that since the urgent request of the Allied Food Controllers early in the year for a further shipment of 75,000,000 bushels from our 1917 wheat than originally planned, we shall have shipped to Europe or have en route, nearly 85,000,000 bushels. At the time of this request our surplus was already more than exhausted. This accomplishment of our people in this matter stands out even more clearly if we bear in mind that we had available in the fiscal year 1916-17 from net carry-over and as surplus over our normal consumption about 200,000,000 bushels of wheat which we were able to export that year without trenching on our home loaf.

* * *

EXPORTS FROM THE UNITED STATES

	Fiscal year ending			Year ending
	1914	1915	June 30 1916	Dec. 31 1917
FOOD				
Wheat	92,393,775	259,642,543	173,274,015	106,202,318
	\$ 87,953,456	333,552,226	215,532,681	245,633,541
Wheat flour.....	11,821,461	16,182,765	15,520,669	13,919,604
	\$ 54,454,175	94,869,343	87,347,805	138,430,408
Canned Salmon.....	87,750,920	83,446,116	152,951,962	95,691,164
	\$ 7,999,293	9,072,083	15,032,497	12,653,776
Canned Beef.....	461,901	11,973,530	9,353,450	18,315,144
Fresh Beef.....	\$ 788,793	21,731,633	28,886,115	31,426,362
Bacon	193,964,252	346,718,227	579,808,786	578,228,053
	\$ 25,879,056	47,326,129	78,615,616	122,700,356
Hams	165,881,791	203,701,114	282,208,611	243,386,814
	\$ 23,767,447	29,049,931	40,803,022	54,044,798
Condensed Milk.....	\$ 1,341,140	3,066,642	12,404,384	51,322,399
Tobacco Leaf.....	\$ 53,903,336	44,479,890	52,813,252	45,541,112

Supplies

Secretary Baker wrote to the President that the supplies and equipment in France for the million men who have gone is shown by latest reports to be adequate, and added that "the output of our war industries in this country is showing marked improvement in practically all lines of necessary equipment and supply."

Summary of the development of the military establishment in the fifteen months since Congress declared war against the Imperial German Government, by Secretary Baker:

"1.—Since April 6th, 1917 the Army has increased, in 14 months from 9,524 officers and 202,510 enlisted men to approximately 500,400 officers and 2,010,000 enlisted men.

"2.—Supplies for soldiers:

HARDWARE AND METALS

<i>Articles and Unit</i>	<i>Quantity</i>
Hammers, each	2,567,000
Axes, each	5,121,729
Files, each	10,870,000

VEHICLES AND HARNESS

Halters, each	1,700,000
Escort wagons	120,000
Combat wagons	26,000

ANIMALS.

Horses and mules.....	339,593
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CLOTHING AND MATERIAL FOR CLOTHING

Shoes, pairs	27,249,000
Boots (rubber, hip), pairs.....	2,340,000
Overshoes (arctic), pairs.....	4,010,000
Cotton undershirts, each.....	43,922,000
Denim cloth, yards.....	103,028,000
Stockings (wool), pairs.....	104,333,000

"3.—Health of men in cantonments:

"The deaths per thousand from all causes in the regular army of the United States have been as follows:

1898	1900	1901	1916
20.14	7.78	6.90	5.13

"The death rate per 1,000 among all troops, regular, national army and national guard—in the United States for the week ending June 7, 1918 was 4.14.

"Hospital accommodations: The bed capacity on June 5 in all department hospitals in the United States was 72,667. New construction now under way will provide for a total of 87,344 beds. The number of base and general hospitals in this country has increased from 7 to 72, and will be further increased. Vast hospital facilities have been organized and are being organized in France. The number of officers in the Medical Corps has increased from 900 to 24,000; the number of enlisted men from 8,000 to 148,000.

"4.—Transportation in France:

"With the completion of the organization of five new regiments and 19 battalions of railway engineers, there will be over 45,000 Americans engaged in railroad construction and operation in France. Nine regiments of railway engineers have been in France since last August. There have been produced for the railroad operations of the War Department in France more than 22,000 standard-gauge and 60 cm. freight cars, and more than 1600 standard-gauge and 60 cm. locomotives. A double line of railroad communication has been secured from the French by army engineers, extending from the coast of France to the battlefront, including the construction of hundreds of miles of trackage for yards and the necessary sidings, switches, etc.

"5.—Aircraft production (training planes, bombing planes, combat planes, and guns therefor; and production of Liberty engines):

"Deliveries of elementary training planes to June 8—4,495.

"Deliveries of advanced training planes to June 8—820.

"To June 8, 286 combat planes were delivered.

"6,880 elementary training engines were delivered to June 8; 2,133 advanced training engines were delivered to same

date. More than 2,000 Liberty engines have now been delivered to the army and navy.

"37,250 machine guns were delivered for use on airplanes before June 8.

"6.—Rifles and ammunition :

"More than 1,300,000 rifles were produced in America and delivered between the declaration of war and June 1 of this year.

"Deliveries of new United States model 1917, the so-called modified Enfield, have passed the million mark. Sufficient rifles are being received now to equip an army division every three days.

"7.—Ordnance supplies, artillery, Browning guns, etc. :

"As to machine guns, heavy Browning guns for instruction purposes are in every national guard camp and national army cantonment in this country where troops are training. During May more than 900 of these heavy machine guns were delivered. More than 1,800 light Browning machine guns were delivered in May.

"Sixteen plants had to be provided for the manufacture of mobile artillery cannon. Artillery program is now approaching a point where quantity production is beginning.

"The first of four Government-owned shell-fitting plants has been completed and is beginning to produce. In addition a number of private plants are at work loading shells.

"Ordnance engineers, it seems, are well on the way to a solution of the problem of motorization of field artillery.

"Approximately \$90,000,000 is being spent to provide for the manufacture of nitrates.

"8.—Port facilities in France :

"Among the most dramatic stories of the war is that of the development by American engineers and American enterprises of port facilities on the French coast. It is not permissible to say where this development has taken place, but the scope of it may be judged by the fact that it would be possible to handle during the month of July a maximum of 750,000 tons at the ports of the American Army in France.

"It was necessary before troops of the American Expeditionary Force could be landed, to send an organization of foresters into the woods of France, to send knocked-down sawmills after them, to cut down trees, to shape them into timbers, and to build them into docks in order that our troops might leave their ships. Fast as this work was, and large as the flow of troops has been accelerated, the facilities for dockage have kept pace with the shipments of troops and supplies.

"9.—Morals of the army :

"Consensus of opinion is that drunkenness in the army is completely under control, both in the United States and France. General Pershing states: 'As there is little beer sold in France, men who drink are thus limited to the light native wine used by all French people. Even this is discouraged among our troops in every possible way.'

"You may travel for weeks in France without seeing an intoxicated American soldier. The Third Assistant Secretary of War in ten days at a National Army camp adjacent to Chicago saw two men intoxicated. The Commission on Classification of Personnel reports that a surprisingly large proportion of recruits ask to be placed in the most hazardous branches of the military service. The desire among men in the military service to get to France and to the front is universal. The Secretary of War stated before the Senate Military Affairs Committee that he had seen grizzled men of the army turn away from his desk to hide

their tears, when they were asked to do organization work in America rather than go to France, where the glory of their profession lies."

* * *

The lumber used in the cantonments of the United States would make a sidewalk four times around the world; a carload of tacks was required at each of the cantonments to hold the roofing paper in place, and the capacity of those establishments in the country would house a company of people equal to the combined populations of Arizona, Delaware, Nevada, Wyoming and Alaska.

The storage areas built or building in France, if placed end on end, would constitute a structure fifty feet wide, stretching from Washington to a point beyond New York, a distance of 250 miles. To supply a million men at the front requires the operation by the military authorities of a standard freight train in each direction every twenty-five or twenty-eight minutes.

* * *

A report authorized by the War Department, July 24, shows that since the United States declared war against Germany the Ordnance Department has produced small arms and ammunition in the following quantities:

Total Rifles, all types.....	1,886,769
Total Pistols, 1917 model.....	217,000
Total Revolvers, 1917 model.....	169,367
Machine Guns accepted.....	82,540
Total Cartridges, all types.....	2,014,815,584

The total number of rifles does not include 600,000 Springfield which the Government had at the outset of the war and does not include thousands of rifles represented in spare parts manufactured. It does include 1,417,284 rifles of United States Model, 1917 type, and 280,049 Russian rifles taken over by the Government. The production for the week ending July 13 was: Rifles, 54,211 inspected and accepted; Pistols, 8,700; Revolvers, 6,104.

The total production of machine guns all types during the week of July 13 was 6,681, a gain of 1,564 over the preceding week. Browning machine guns produced since we entered the war aggregated 10,204 light and 5,959 heavy. During the week ending July 13, the production was 2,018 light Browning and 1,075 heavy, both numbers representing machine guns actually inspected and accepted.

The total average output of cartridges for rifles, pistols, revolvers and machine guns inspected and accepted is approximately 15,000,000. The maximum number inspected and accepted in a single day was 29,466,000 on July 5.

* * *

EXPORTS FROM THE UNITED STATES

SUPPLIES	Fiscal year ending			Year ending
	1914	1915	June 30 1916	Dec. 31 1917
Horses	\$ 3,386,819	64,046,534	73,531,146	33,041,160
Mules	690,974	12,726,143	22,946,312	13,666,063
Brass bars & plates...\$	791,629	6,149,183	35,669,599	101,486,423
Autos, commercial ...\$	1,181,611	39,140,682	56,805,548	36,364,773
Autos, passenger.....\$	25,392,963	21,113,963	40,658,833	51,982,966
Autos, parts of.....\$	6,624,232	7,854,183	22,536,486	31,523,754
Autos, tires.....\$	3,505,267	4,963,270	17,936,227	13,948,254
Railway cars.....\$	11,177,766	3,413,795	26,661,015	25,961,742
Chemicals, drugs etc...\$	27,079,092	46,380,986	124,362,166	193,255,160
Coal	19,664,080	18,095,183	22,632,867	26,763,179
.....\$	59,921,013	55,906,140	65,958,275	110,376,544
Copper pigs, ingots, etc..\$	144,895,519	96,238,800	159,491,069	307,733,672
Electrical machinery...\$	25,060,844	19,771,757	30,254,020	55,478,079
Rubber boots and shoes.\$	1,113,495	2,780,325	2,665,362	5,086,834
Bar iron.....\$	502,132	446,146	3,052,120	5,046,727
Steel bars or rods.....\$	7,392,163	10,829,699	37,693,359	75,065,841
Billets, ingots, etc....\$	1,042,854	4,815,233	42,421,064	161,043,045
Steam locomotives.....\$	3,692,225	2,115,866	12,665,877	30,659,807
Nails and spikes.....\$	2,599,485	3,470,574	10,142,796	17,052,723
Steel rails—railways...\$	10,259,109	4,537,978	17,687,192	23,950,114
All other wire.....\$	3,799,561	6,948,938	16,052,030	22,577,718

EXPORTS FROM THE UNITED STATES—Continued.

SUPPLIES	Fiscal year ending June 30			Year ending
	1914	1915	1916	Dec. 31
Oils: Gas and fuel....\$	13,747,863	18,543,976	24,770,296	46,010,606
Naphthas—gasoline\$	27,352,685	27,900,255	45,769,794	49,049,580
Lubricating	27,852,969	28,499,786	37,451,607	57,623,993
Cotton: unmfed....bales	9,165,300	8,426,297	5,955,834	4,818,990
	\$ 610,475,300	\$ 376,217,972	\$ 374,186,247	\$ 575,306,634
Cloths	28,844,627	28,682,515	46,414,200	95,474,269
Knit goods.....\$	2,546,822	13,080,445	20,861,288	15,088,889
Yarn	716,036	1,866,476	5,276,105	6,583,081
MUNITIONS				
Cartridges	\$ 3,521,533	17,714,205	37,083,488	42,122,556
Gunpowder	989,385	7,686,480	212,821,076	446,538,499
	\$ 247,200	\$ 5,091,542	\$ 173,736,374	\$ 331,713,058
All other explosives...\$	2,503,464	18,670,441	256,262,066	259,898,791
Firearms	3,442,297	9,474,947	18,065,485	97,005,018
Barbed wire.....\$	4,039,590	7,416,389	23,909,209	19,655,842

* * *

THE WORLD'S SUPPLY SHOP.

The United States produces in normal times:

- 76 per cent of all the corn grown in the entire world.
- 70 per cent of all the cotton.
- 72 per cent of all the oil.
- 59 per cent of all the copper.
- 44 per cent of all the coal.
- 35 per cent of all the tobacco.
- 43 per cent of all the pig iron.
- 26 per cent of all the silver.
- 24 per cent of all the wheat.
- 21 per cent of all the gold.

More than this, the United States contains a third of all the wealth of the civilized world.—*Manufacturer and Artisan.*

Airplanes

The story of the Liberty Motor, the lightest and most powerful airplane engine produced on a quantity basis.

(From *Scientific American*, June 1, 1918)

“Recent announcements from the War Department, disclosing details of the motor and their similarity to other motors of American and foreign design, give us the liberty to tell here for the first time the real story of the development of our standard aviation motor.

“In the spring of 1915 work was started on such a motor, and the design was completed in November of that year. The engine was ready for block test in February of 1916. As there were no facilities for testing airplane engines by actual flights in this country, the new motor was placed in a racing chassis of special construction and was subjected to severe tests at the Sheepshead Bay Speedway. The engine was of 299 cubic inches displacement, of the 12-cylinder ‘V’ type, with cast-iron cylinders. Second model was designed, based on the principles that had been proved out on the first model. This was of much larger design, with 4 x 6 cylinders and of 905 cubic-inch piston displacement. The new motor was provided with an airplane propeller and mounted on a truck. With this unique power plant the truck was driven about the streets of Detroit. The air-propelled truck could travel faster than any man would care to drive it. In one test the wheels were locked, and yet the truck was pushed over snow-covered ground.

“In April, 1917, a second engine of this model was completed and placed in a racing chassis. It established the official world record of 130 miles per hour, or a mile in 28.76 seconds.

"In the first model the cylinders were set at an angle of 60 degrees, following the practice used in automobile engines; but in the second model an angle of 40 degrees was adopted so as to cut down head resistance.

"The third model was begun in April, 1917, immediately after war was declared, and the first engine was completed in May.

"Our engineers had studied the foreign airplane motors and a number of them were being made in this country. It was realized however, that they were not adapted for quantity production on an American basis, and it was very necessary for us to develop a motor of our own which would become a standard and which could be produced in enormous quantities. It was felt that a motor should be designed so far ahead in power of anything else that had been produced that by the time it could be turned out in quantity it would still be well in the lead. Accordingly a horsepower of between 350 and 400 was sought and the size of the cylinders was changed from 4 x 6 to 5 x 7. Work on the new engine was pushed at the highest speed possible, and on the third day of July it was completed and shipped to Washington. The next day it arrived there, on the Nation's birthday, and was christened the 'Liberty Motor.' It was subjected to a great many trying tests and was found to be exceedingly efficient and very light. It developed a horse-power of considerably over 400 and its weight was but little over 800 pounds. On endurance tests it stood up wonderfully. It was tested at the summit of Pike's Peak, in order to determine its action under conditions of rarified atmosphere, and proved very satisfactory. At the Bureau of Standards in Washington a special room was set aside in which a partial vacuum was created equivalent to that which exists at the maximum height to which an airplane engine has been carried. In this room the engine was found to operate perfectly. At one of its first altitude tests in a plane the American record for altitude was smashed. Not until September was the order to proceed with the manufacture of the Liberty motor definitely given, and immediately work was started at the Packard plant.

"One of the engineers of the Ford plant told the writer personally that he thought every one would recognize the right of the Ford Company to an opinion on quantity production manufacture. He said that never in the world's history had a greater piece of work been done on a similar scale. The development of the Liberty Motor was simply short of marvelous, and the public instead of criticising the manufacturers for slowness should be thankful that they have had such competent men to carry on the work and develop a motor of such efficiency in so incredibly short a space of time.

"In the first Liberty motor the cylinders had to be bored from the solid—an operation that was very costly in time and money. This, however, was a copy of the best foreign engineering practice and was followed as a necessary detail by our engineers. It was at this juncture that the engineers of the Ford Motor Car Co. made a notable contribution. They developed a cylinder forged out of steel tubing, which enabled the manufacturers to turn out the cylinders at very low cost and in exceedingly large quantities.

"Production of the Liberty motor is now proceeding at a very satisfactory rate. More motors are being produced than there are planes to carry them. When the writer visited the Packard plant several weeks ago they were being turned out at the rate of 15 per day and it was hoped that

inside of two months a production of 50 per day would be attained.

"In the Ford plant manufacture of the Liberty motor was just about to start with a program of 100 complete engines per day when the plant is in full operation. This was being done at the expense of the regular commercial motor. In several other factories work on the Liberty motor has either just begun or is about to begin, and certainly by the middle of the summer the Liberty motor ought to be produced in very large quantities.

"The efficiency of the Liberty motor is not to be questioned by anyone who has examined it thoroughly. It is far more powerful than any other airplane engine ever produced on a quantity production basis. It exceeds in power all but a few experimental machines. Although rated at 400 horse-power, it has shown on test as high as 485 horse-power, and its weight is 820 pounds.

"It is a mistake to assume that any one motor is adapted to all classes of airplane service. There is no single motor abroad which is of such universal utility. The Liberty motor is one of the most powerful airplane motors in the world and the lightest for its power. It is ideal for bombing purposes, for here we have large airplanes of great carrying capacity that must travel long distances at high speed. The Liberty motor should also be available for fighting machines of the larger types. Altogether the airplane situation is fast approaching a very satisfactory basis, and before the end of the year it should play an important part in the great struggle on the other side of the water."

* * *

Definite figures on the production of airplane motors have been submitted to Congress by Representative Dent, chairman of the House Military Affairs Committee. Up to May 18, he said, 5,294 planes actually had been delivered to the Government by the factories. A large proportion of these, 4,365, were elementary training planes. Advanced training planes to the number of 620 were delivered.

Only 114 combat planes were completed and turned over to the Government at this date. In addition, 195 experimental planes were manufactured.

Engines were manufactured in greater number than planes but were in a somewhat similar ratio. Those for elementary training were 6,126, for advanced training, 1,825, and for combat 1,043, a total of 8,994.

Mr. Dent said 41,846 machine guns had been delivered. Although 843,735 bombs largely for aeroplane work had been ordered, none had been delivered on May 18. Of 1,077 balloons contracted for 120 had been delivered.

The United States has 27 flying fields, including two fields started June 6. The United States has 3,467 aviators at home and 1,746 abroad, a total of 5,213. Altogether the Signal Corps has an enrolment of 99,001 enlisted men in the United States and 38,367 abroad, a total of 137,368. More than 4,000 men are awaiting assignment to ground schools. The number in attendance at the ground schools is 3,394, and at the primary flying fields in the United States 3,398.

* * *

The first American-built Handley-Page bombing airplane has been turned over to the United States Government. The giant airplane has a wing spread of 100 feet and is driven by twin Liberty motors of 400 horse power each. They are to be used by the American aviators in France and Italy and hundreds of them will be on the way over-

seas before the present summer has ended. Assistant Secretary of War Benedict Crowell, John D. Ryan, head of the Aircraft Production Board and Major General William Branker of the Air Ministry of Great Britain pronounced the Liberty motor the greatest of airplane engines.

Ships

America's merchant fleet, grown to 10,040,659 gross tons by the construction of 1622 new ships of 1,430,793 tons in the fiscal year ended June 30, was augmented July 4th by the unprecedented launching of 95 ships. The list comprises 42 steel ships of 287,464 deadweight tons and 53 wooden vessels of 187,000 deadweight tons.

Secretary Daniels says United States launched a greater tonnage of ships July 4 than it had lost during the war, over 400,000 deadweight tons compared with total American tonnage destroyed by submarines of 352,223, including 67,815 tons sunk before the United States entered war.

The following table of progress discloses how the first million tons of United States ships on the 1918 program have been delivered (in deadweight tons) :

January	February	March	April	May	June
88,507	123,625	172,611	160,286	259,241	280,400
Total 1918 production to date.....					1,084,670

Output in gross tons of British and American yards :

Month	American	British
January	59,005	58,668
February	82,417	100,038
March	115,078	161,677
April	106,857	111,533
May	175,714	197,274
June	190,000	134,159
Total for six months.....	729,071	763,349

	Total Losses	World Production	Deficit
1917—Gross Tons			
First quarter	1,619,373	528,439	1,090,934
Second quarter	2,236,934	628,440	1,610,494
Third quarter	1,494,473	616,453	878,020
Fourth quarter	1,272,843	932,023	340,820
Total	6,623,623	2,703,355	3,920,268

1918			
First quarter	1,142,730	626,000	516,730
Second quarter	936,425	1,015,536	*79,111

*Surplus of world production over losses.
* * *

American and British methods of ship production are discussed in a recent issue of *Lloyd's List*. Relatively, says the British paper, the United States has done more in the past six months than Great Britain from the beginning of the war.

* * *

Chairman Hurley of the Shipping Board declares that America in 1920 will have a merchant marine of 25,000,000 deadweight tons.

This great commerce fleet will be the largest ever assembled in the history of the world, and involving the expenditure of more than \$5,000,000,000, will link the United States to South and Central America by weekly steamer service.

It also will bridge the Pacific for the transportation of the products of Japan, Russia, China, Australia and the Orient, and will continue to promote America's trade with Europe.

Mr. Hurley said he and Director-General Schwab of the Emergency Fleet Corporation, expect the shipping output this year to exceed 3,000,000 deadweight tons.

"On the first of June we had increased the American-built tonnage to over 3,500,000 deadweight tons of shipping. This gives us a total of more than 1,400 ships with an approximate total deadweight tonnage of 7,000,000 tons now under the control of the United States Shipping Board.

"From all present expectations, it is likely that by 1920 we shall have close to a million men working on American merchant ships and their equipment.

"We have a total of 819 shipways in the United States. Of these a total of 751, all of which, except ninety, are completed, are being utilized by the Emergency Fleet Corporation for the building of American merchant ships.

"In 1919, the average tonnage of steel, wood and concrete ships continuously building on each way should be about 6,000 tons. If we are using 751 ways on cargo ships and can average three ships a year, per way, we should turn out in one year 13,518,000 deadweight tons, more than Great Britain, heretofore the greatest builder of ships, has completed in any five years of her history.

"The vast merchant fleet we are building," said Mr. Hurley, "must become the greatest instrument of international probity, honesty and square dealing at the close of the war. It must become the vast and vital machine whereby America will prevent the oppression of the weak by the strong, the crushing of right by might."

* * *

Chairman Hurley of the Shipping Board says that the magnitude of the Government's shipbuilding task can be comprehended when it is known that manufacturing work three times greater than that of the United States Steel Corporation and operating work twice that now done by Pennsylvania Railroad is projected.

* * *

Admiral Sims, Commander-in-Chief of the American naval forces in European waters, summed up the naval situation as follows:

"We have the submarine virtually beaten. Co-ordination between the fleets of the Allies is a done job. German diver crews are pretty sick and are getting sicker every day."

* * *

German submarines are no longer considered a menace by the Navy, in the opinion of Franklin D. Roosevelt, Assistant Secretary of the Navy. He added that our Navy was now hunting out and running down the U-boats. "Of course, we cannot hope, and do not hope, to absolutely wipe out the German submarine," he said. "Its ports of outlet and its bases are far too numerous. However, we hope that each week's report will show a decrease, as in the reports of the last few weeks."

* * *

Disclosures made by Secretary Daniels in a speech at Cleveland give the first comprehensive view of the extent of our naval activity abroad since the pioneer squadron went over more than a year ago. A great fleet of American war vessels is now engaged in operations in the war zone. This fleet, which numbers over 150 vessels, comprises not only destroyers, but battleships, cruisers, submarines, gunboats, coast guard cutters, converted yachts, tugs and other auxiliaries, and there are in addition many small submarine chasers not included in the total mentioned. The personnel manning these various vessels and doing duty on air patrol

and at supply stations ashore numbers 35,000 officers and men, or about half the strength of the naval force when the country entered the war. To illustrate the nature of the operations carried on, as well as the activity displayed by our vessels, the Secretary cited the work of one detachment of destroyers for a period of six months. This detachment steamed a total of 1,000,000 miles in war areas, attacked 81 submarines, escorted 717 single vessels and 86 convoys and spent a total of 3,600 days at sea.

* * *

The Submarine Peril, from speech of Hon. Sherman E. Burroughs of New Hampshire in the House of Representatives:

“The submarine has been, if indeed it is not yet, the deadliest weapon of the war. All the artillery, all of the infantry, all the battleships, all the millions of tons of explosives and projectiles the Germans have shot into the air have not inflicted the damage nor cost the allies so dear as a few hundred of these under sea boats. They have destroyed or crippled or kept in harbor more than one-half the ocean-going tonnage of the whole world. By forcing a convoy system, devious routes and no lights, they have cut down the effectiveness of what remains nearly one-half more. They have destroyed more tonnage than all the allies, including the United States, can probably rebuild in the next two years. They have prevented and still prevent effective aid to Russia. They are still sinking more ocean-going tonnage than all the yards of the world were building before the war.

“As bearing out what I have stated, according to monthly reports of the British Admiralty, the submarine losses in 1917 amounted to approximately 6,620,000 gross tons, the equivalent of more than 10,000,000 tons deadweight. For the quarter ending March 31, 1918, according to the same authority, the loss was 1,123,510 gross tons, or 1,685,265 tons deadweight. This refers to British and allied losses. French Admiralty figures for April, 1918, show losses of 381,631 gross tons, making a total for one-third of 1918 of 1,505,141 tons gross, equivalent to 2,257,711 tons deadweight.

“At this rate, submarine losses in 1918 will be close to 7,000,000 tons deadweight. While these figures would show a reduction in the total losses of sinkings for the year of 3,000,000 tons over losses in 1917, they are still, in my opinion, sufficiently large to cause concern. While it is possible and perhaps likely that these losses may be reduced, we must not blink the fact that it is also possible that they may at any time be greatly increased.

“Since January 1, 1918, the records of the United States Bureau of Navigation and official returns in the United Kingdom show new tonnage completed as follows:

TONNAGE COMPLETED

Month 1918	United States Tons.	United Kingdom Tons
January	91,541	87,852
February	123,100	150,075
March	166,700	252,511
April	240,000	169,000
May	260,000	.....
Total.....	881,341	659,438

“From the foregoing figures it will be seen that in the first three months of this year the total construction in this country and in the United Kingdom amounted to

871,779 deadweight tons to offset a loss during this first quarter of the year amounting to 1,685,265 tons.

"This brings me to a discussion of what we may reasonably expect in the way of new construction in 1918. If Great Britain maintains the same rate of progress for the balance of this year as in the first four months, she will construct and place in service during 1918 about 2,000,000 deadweight tons. If she does this, she will have attained as high a mark in ship construction as she has ever reached in all her history. Indeed, it is more than likely that she will fall short of this total production for the year, particularly as she is short of labor, is understood to be delayed for steel plates, and is dependent upon the United States for portions of her steel plate, which we are now with difficulty delivering in sufficient quantity to our own shipyards.

"How about America? Evidence before the Commerce Committee of the Senate in its recent investigation would seem to indicate that the maximum output of steel and wooden shipping in the United States for this critical year of 1918 will not greatly exceed 3,000,000 tons. Mr. J. W. Powell, vice president, in charge of shipbuilding for the Bethlehem Corporation, comprising several large shipbuilding plants and understood to hold contracts for nearly one-third of our ship program, in testifying before the Senate Committee, said:

"I am sure that in 1918, with the various handicaps we are going up against, if the country turns out 3,000,000 tons it will be a very wonderful performance."

"Mr. Hurley, chairman of the Shipping Board, a few days ago stated what was his opinion and also that of Mr. Schwab, Director General of the Emergency Fleet Corporation, that the expert estimate of 3,000,000 tons for this year can be exceeded; but he gave no estimate of his own or any figures further than to say that before this year closes we shall be turning out a half million tons each month.

"Is it not apparent that with Great Britain building only 2,000,000 tons and America 3,000,000 tons in 1918, the peril of the submarine is still with us? We must not forget either that last year the British comptroller of shipping, Sir Joseph Maclay, announced that the United States must be depended upon for 6,000,000 tons of new shipping each year to offset the ravages of the submarine, and Sir Joseph was talking of 'gross weight'; if he had used our term of 'deadweight' tons, his figures would have been over 9,000,000 instead of 6,000,000.

"Mr. Hurley has recently stated that by the end of 1920 the Shipping Board will have given us 25,000,000 tons.

"I sincerely hope that his prediction may be fulfilled, because I believe that we shall need every one of those ships. Certainly we shall need them if we are to have and maintain an army in France of anywhere near 5,000,000 men. That would allow only 5 tons of shipping for the transportation and maintenance of each soldier, and I understand the best expert opinion places the amount necessary at an even higher figure than that. What I am afraid of is that we will not get the 25,000,000 tons by 1920.

"Mr. Hurley talks about an average of three ships a year on each of 751 ways, and says that in 1919, 'the average tonnage of steel, wood and concrete ships continuously building on each way should be about 6,000 tons.' On this basis he figures that we should be able to produce in one year 13,518,000 tons, which he says, is more than has been turned out by Great Britain in any five years of her history."

The
FIDELITY-PHENIX
FIRE INSURANCE CO.
 OF NEW YORK

IS a consolidation of the Phenix Insurance Company of Brooklyn, organized in September, 1853, with a paid-in capital of \$1,500,000, and the Fidelity Fire Insurance Company of New York, organized in June, 1906, with a capital of \$1,000,000. March 1, 1910, these two companies were merged and an era of progress was inaugurated for the Fidelity-Phenix that has known no reverses.

The loyalty of the old Phenix agents was proverbial. It is most gratifying to know that this has been transferred to the FIDELITY-PHENIX and the Company counts as its greatest asset the public confidence which it enjoys because of its uniform business policy of fairness and promptness in adjusting and paying losses and its service rendered to agents and policyholders.

The FIDELITY-PHENIX does a general fire and marine insurance business, and has agents in cities and towns throughout the United States and Canada.

★ ★ ★

JULY 1st, 1918

Our Gross Assets (Actual Market Value, June 29, 1918)	
Are	\$20,723,219.45
Against Which We Charge—	
Reserve for Unearned Premiums.....	\$10,999,926.62
Reserve for Losses in Process of Adjustment	993,640.69
Reserve for All Other Claims.....	336,363.95
Reserve for Contingencies.....	50,000.00
Reserve for Dividend.....	300,000.00
	12,679,931.26
Leaving—	
Cash Capital	\$2,500,000.00
Net Surplus.....	5,543,288.19
Making Policyholders' Surplus	\$8,043,288.19

★ ★ ★

Place Your Insurance in the
FIDELITY-PHENIX
A Strong AMERICAN Company



"AMERICA FORE"

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Be PATRIOTIC
and PRUDENT

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BUY
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Ready for You September 28th

*Be Prepared to Pay Your Premium
To Insure Liberty on the Earth*

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THE

FIDELITY-PHENIX
FIRE INSURANCE COMPANY
OF NEW YORK

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FIRE, MARINE, WAR RISK, EXPLOSION

★ ★ ★

FAMOUS for FAIR DEALING

★ ★ ★

OUR AGENT IN YOUR COMMUNITY