

feeling and disgust over the general sugar situation in Germany. He is unable to get away from the drastic, high-handed, ruthless methods adopted by the military government in the time of the war to curtail production of sugar beets, which not only reduced the sugar acreage but also affected all other crops. The present government with lack of potential and reserve power execute needed reforms finds it impossible to stem the agricultural labor strikes that have particularly affected the province of Saxony where there are large areas of sugar beets and the result is the factories have a staggering situation before them because they will be unable to get any tonnage. The strikers are narrow-sighted and do not see the criminal offense that they are committing not only against the sugar industry but against all agricultural interest, for the stock raising industry is suffering and everywhere the agricultural machinery is breaking down because the old-time solidarity and kingdom consciousness is gone and the old saying "every man did that which was right in his own eyes," is being fulfilled. No wonder they fear famine and pray for deliverance from this aggravating, cancerous condition which old-time sugar men like Dr. Lippman and Dr. Bartens are unable to bear and which is shortening their lives. —*Louisiana Planter July 31st.*

The Czecho-Slovak sugar commission has decreed that no sugar will be available for "gefrorenem," which is the able bodied word for ice cream, over there. That would be a calamity here in America where the industry has come to the fore in such gigantic strides that people would rise up in arms if sugar were forbidden to go to ice cream establishments "Count your many blessings, name them one by one." —*Ibid.*

LARGER AND FASTER THAN THOSE BUILT THERE PRVIOUSLY.

Must Undergo Exhaustive Trials.

There is being finished at the yard of the Fore River plant of the Bethlehem Ship Building Corporation, Ltd., of Quincy, four submarines for the United States navy. They are S-18, S-20, AA-2 and AA-3. These craft are larger than those and faster than those which have previously been built. They were built by the Fore River plant for the Electric Boat Company. These two companies have been closely identified with the construction and development of the submarine boats during the past 15 years.

Beginning with the 65-foot "B" boat, this class of vessel has grown in size until Jan. 30 last. The AA-1 is 268 feet,

CHRISTIANSTED THEATRE

8.30. THIS EVENING 8.30.

2nd Last Show of "ELMO LINCOLN" in

"Elmo The Mighty."

Episode No. 15: "THE WHEEL OF TERROR"

Episode No. 16: "PARACHUTE PERILS."

Performance concluding with:

"A Village Venus"

(Edith Roberts and Jimmy Adams)

2 Reel Comedy.

Look Here! Look Here!!

Last Show of "Elmo The Mighty Thursday Evening.

Coming. Coming. Coming.

"The Gray Ghost"

MONDAY AND THURSDAY.

12 REELS A WEEK.

"MOVIE ADMIRERS" Please Notice

ADMISSION:

Reserved Seats.....	40c.
Two first and two last rows of reserved seats.....	30c.
General Entrance.....	20c.
Children 20 and 10c.	

was of greater tonnage than our largest destroyers, was delivered at the Boston Navy Yard.

As contractors directly responsible to the government, the Electric Boat Company through its staff located at Fore River, have exercised supervisory interest in the construction of these boats. Upon completion, however, they pass wholly into the hands of the Electric Boat Company, who then proceed to carry out the many and exhaustive trials demanded by the navy department.

The local manager of the Electric Boat Company is S. A. Gardner, and associated with him is a staff of accountants as well as technical assistants.

It may be of interest to know that the trials of a submarine are in no way comparable to the trials of a surface vessel. In addition to the trials on the surface, there are tests as to submerged speed, radius of action, manoeuvring ability, strength of hull, etc. This last must be demonstrated by an actual submergence of the boat to the maximum depth guaranteed by the contractors.

In order to expedite trials the Electric Boat Company has built and equipped a houseboat machine shop which is moored in the harbor of Provincetown. The measured mile is located on the extremity of Cape Cod, and it is in this vicinity that the more important trials are carried out. Almost ideal conditions for this work are found there, and the arrival of a submarine in Provincetown is considered of no more interest by the "tip-dwellers" than the arrival of a fishing smack. In the trial crew are many men who have been associated with the company for a number of years engaged in similar work although under widely varying conditions. Sometimes it is the English flag instead of the stars and stripes that is taken down just before flooding the ballast tanks, and in times past it has been the Italian, Russian, Japanese, Dutch and Chilean flags. Capt. P. E. Glynn, who has charge of the trials, probably has made more submerged runs, more maximum depth tests than any other man in the United States, and his passengers and inspectors have consisted of men of all creeds and colors. —*Boston Herald, Aug. 1st.*