

U-BOAT CAPTAINS ARE BAFFLED BY SKILLFUL USE OF PAINT ON SHIPS

Invisibility No Longer Considered Best Means of Eluding Sea Vipers, Say Marine Camouflage Experts.

TARGETS SO DECEPTIVE THAT HITS MOSTLY LUCK

By "Baffle Painting" Vessels Are Made to Look as if They Were Heading in a Direction They Are Not.

BY MORNING JOURNAL SPECIAL LEASED WIRE
Washington, Aug. 24.—New developments in the art of marine camouflage have effected radical changes in the painting of ships to protect them from the enemy. Modern naval warfare no longer reckons upon "invisibility" as a defensive factor, authorities having arrived at the conclusion that paint itself being dependent upon light, will not overcome shadows. "Baffle painting" has been developed as a substitute to deceive a submarine commander as to the size and form of a ship and her course and speed.

Camouflage on land still is successfully applied along the lines of protective coloring, by which guns and roads and men are made virtually invisible under screens which blend with the surrounding terrain. In the case of moving ships, under conditions constantly changing and the change horizon always a difficult matter to deal with, similar principles were found less efficient than those which frankly admit the existence of a boat, but by peculiar color schemes offer the torpedo such a queer, deceptive target that a hit is only a matter of luck.

Visibility No Longer Factor.
Lieutenant commander Norman Williamson, royal naval reserve, the inventor of "baffle painting," came to the conclusion after long experiment that the moment a submarine comes to the surface within striking distance no method of painting would render a ship sufficiently invisible to escape being seen.

"There was a time," the artist says, "when I thought it possible to increase or decrease a ship's visibility. But that was before the submarine was considered as a real factor in naval warfare."

His decision took into consideration the submarine hydrophone, by which the presence of a ship, not precisely she and her course can be ascertained under water. "The problem therefore was resolved into rendering the ship as difficult to hit as possible and baffle painting, the only present nationally accepted method of marine camouflage, was evolved.

Color Contrasts Do Work.
Baffle painting is simply a project for breaking up all accepted forms of a ship by masses of strongly contrasting colors, distorting her appearance so as to destroy her general symmetry and bulk. The idea is totally to mislead the submarine. Of course some vessels so painted have been also sunk but there are records of a far greater proportion at which torpedoes were fired unsuccessfully. Especially important, a much larger proportion of baffle painted vessels which are hit by torpedoes are able to make port

Russian Rulers in Hiding



NIKOLAI LENIN
LEON TROTSKY

Premier Lenin and Foreign Minister Trotsky, whose rule in Russia since the overthrow of Premier Kerensky has been one of the strangest the world has ever known, are now said to be in hiding on a ship at Cronstadt under the protection of the Germans.

than ships painted gray, owing to explosions in less vulnerable parts. The aim of the submarine is thrown off by the camouflage.

Frequent reports, appearing sometimes in the newspapers, confirming the success of the system, and prove its value of defense against the submarine. The newspapers recently contained a story of an encounter between a baffle painted freighter and a German U-boat in which the latter was rammed and sunk. The article was concluded with this pertinent paragraph:

Skippers Are Fooled.
"The theory bearing on the incident held by shipping men is that the system of camouflage designed especially to elude submarines deceived the German commander. On his assumption he mistook the course held by the ship and instead of coming to the surface at right angles to the course got squarely in the way."

A clever story is told of a meeting between an excursion steamer and a vessel outward bound from an Atlantic port to dare the submarine under protection of her baffle color design. The passengers crowded the excursion steamer's side to gaze at the queer boat, which ploughed steadily forward. Apparently the camouflaged steamer was heading straight for the heavily loaded pleasure boat, and when a woman shrieked, panic was imminent.

"Shut up, you fool!" yelled a man who understood the principles of baffle painting. "She's heading six points off."
It was true. The camouflage had so changed the aspect of the boat that she seemed to be going in a direction where she was not heading.
That is the purpose of baffle painting—to keep U-boats guessing as to

whether their prey is coming or going. Marine camouflage is under the direction of the navy department, with the work executed by the shipping board of camouflage, headed by Henry C. Grover, of Boston.

A special district of the shipping board is stationed a district camouflage flour, with a corps of trained men. The organization now comprises more than one hundred camouflage artists, including a number of artists of national reputation. New baffle designs are continually in preparation.

In the opinion of Mr. Grover, camouflage is a decidedly disturbing factor. "We know from valuable sources that the submarine does not like our baffle painting," he observed. "Mr. Wilkinson informed me that the enemy had sketched a number of their baffle painted ships in neutral ports, but I don't think that will help them a little bit."

A school for training camouflage artists has been established by the shipping board, under the direction of William Andrew Mackay. The educational work is based on the results of research, investigation and the actual experience gained in the painting of ships by camouflage artists. Students in applying for this branch of service are required to have a good elementary knowledge of line and color, and light and shade; therefore professional artists, commercial artists, and scene painters are given preference.

REAL CAUSE OF DISCONTENT IN IRELAND POVERTY

Religion and Differences in Blood Partly Responsible for Unrest, but Poor Have the Greatest Power to Face.

(By the Right Hon. Sir Joseph Compton-Rickett, M. P.)

The disaffection in Ireland which appears again and again, in spite of all that has been done for that island, has been attributed to different causes, perhaps none of them sufficiently convincing. Race is the usual suggestion; the lack of sympathy between the Anglo-Saxon and the Celt. But we must remember that there are racial differences between England, Scotland and Wales, which, nevertheless, do not drive countries apart. We must not lose sight of the fact that there is a strong infusion of Celt and Anglo-Celt in the population of England itself. Religion has been offered as another reason. It is urged that the control of the Roman church does not make for enterprise or for industry, but that, on the other hand, a small country like Ireland, left to herself, prosperous and contented, in Catholic France and Italy are still saturated by Catholic sentiment; and Catholicism claims its fair share in our own Dominion and in the United States. The Irishman can make a living in England, and is successful farther afield. It is only in Nationalist Ireland that he is never satisfied, and is continually clamoring for legislative interference of the Imperial Parliament.

It has yet to be proved that the concession of home rule, on lines liberally drawn, will make him happy, however much he desires or deserves that concession. The fact is that the Irish in their mother country are discontented through poverty. It may also be said that the local occupations fail to give employment to their mental powers. The imaginative qualities of the race apparently lead to nothing. Their education is not sufficiently complete to open a literary or scientific future to the bulk of the people. The peasants suffer from lack of wholesome employment, of good housing, and of the necessities—not to speak of the luxuries—of life. Apart from self-government is



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other small country, has been organized as a dairy farm for the export of produce to her immediate neighbors, and these in time of peace supply her with food. Ireland, surely, has equal opportunities for the export of farm produce under suitable organization. Provided the farmers are trained to produce that which the market demands, and the soil is cultivated more scientifically, the Irish could also make over their produce to co-operative companies. These, acquainted with the markets and the competition to be expected from other parts of the world, would collect the goods, sell them, and distribute the proceeds to the producers, subject to fair charges and commission. Individual farmers are not in the position to anticipate the world's supply and demand, and to prepare accordingly.

Probably when the population of Ireland was 50 per cent larger, local industries then existed which have since disappeared. It is a truism that the factory has abolished the spinning wheel. Whether the soil of Ireland has been fully explored for coal and oil, I cannot say; but in some parts of England coal has been recently "won" at greater depths than hitherto. Even if such a quest proved to be hopeless, there are dawning possibilities in the distribution of electric power from the sea-board island. As it is proposed to connect this country with the continent by a channel tunnel, it would be equally worth while to unite Scotland with Ireland under the still narrower strait which separates them.

To bind Ulster to Nationalist Ireland with commercial interests common to both would be to take a stride towards practical union.

Vista of Prosperity.
But to win British capital to the support of Irish commercial schemes assumes a political settlement beforehand. No Irish Republic, no independence which implied separation, would ever succeed in securing the commercial confidence of this country. It may be an Ireland which frankly accepted a federal share in the United Kingdom, like that possessed by Quebec in the Dominion of Canada. Far too long a time has she listened to the melancholy Atlantic. Through the middle ages this restless ocean murmured to her of the unknown, the home for departed spirits. For ever her thoughts were travelling west, and so in these latter days she has "gone west" by emigration. The Irish will discover some day that their fine qualities can find scope in organized labor, in commercial enterprise, and in scientific research. These will open to her a vista of prosperity, and give opportunity for a prosperous future, with happier days.

RIVAL BANDS KEEP LAS VEGAS ATTUNED

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL)
East Las Vegas, N. M., Aug. 24.—Las Vegas is enjoying a plentiful supply of band music due largely to the rivalry which has arisen between the Las Vegas Military band and the newly organized Flores band. Both organizations are excellent, and give concerts regularly in the city parks and the West side plaza. Each organization tries to outdo the other in playing and in accommodation.

The Las Vegas Military band has organized a boys' band, which will furnish members to the older band in a few months. The kids expect to give a public concert soon. Robert Kasper is director. Juan Francisco Flores is director of the West side band.

SANTA FE LODGE HAS FUND FOR SOLDIER

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL)
Santa Fe, Aug. 24.—Santa Fe lodge, Knights of Columbus, has pledged itself to provide \$250 needed to set up in business a Frenchman, crippled and blinded in the war. This is the third man to be thus provided for by Santa Fe, Santa Fe Masons having pledged themselves to take care of one man, while the Fifteen club which through Mrs. I. H. Rapp is in charge of the movement for the Capital, has pledged itself to raise the third \$250, the greater portion of the amount being in hand.

Hun Clear Factories Close.
London, Aug. 24.—German tobacco manufacturers have decided to close their cigar factories January 1, 1919, because of the lack of raw materials.

"Everybody Welcome; Everything Free"

(BY MORNING JOURNAL SPECIAL LEASED WIRE)
New York, Aug. 24.—William J. Mulligan, chairman of the Knights of Columbus committee on war activities is the man who originated the K. of C. slogan—"Everybody Welcome—Everything Free"—and who will spend \$1,000,000 a week to make the slogan mean just what it says. Mr. Mulligan is a hard headed man. He believes in saying exactly what he means and meaning exactly what he says.

In every Knights of Columbus club house and hut, both in the United States and abroad, the slogan is lived up to. The American forces abroad have been educated up to the K. of C. viewpoint. Their introduction took place in the training camps where they found free writing material. Joe vaudeville shows, concerts and athletic events. Free motion picture shows have long been regular features. The only purchase a soldier is able to make in a Knights of Columbus clubhouse or hut is a postage stamp.

The Knights of Columbus huts abroad have long since won a popularity that is remarkable. "Everybody Welcome" means a welcome for every one and any one. American, British and French soldiers congregate there as a matter of course. Jew and Gentile, Protestant and Catholic, and men with no religious belief at all, rub shoulders on terms of absolute equality. A Knight of Columbus knows no difference between them. The presence of the visitor is enough. He is to be served, amused and helped as the occasion may require. The slogan is the pledge given by the Knights of Columbus to the world at large that it will meet the duties taken over by it.

Every month the Knights of Columbus ship three hundred tons of material abroad. The United States government has given them that much space and regularly these tons of supplies, writing paper, games, athletic goods, chocolate, candy, cigars and cigarettes leave American ports for "Over There."
Recently Mr. Mulligan closed an

order for 75,000,000 cigarettes, which will bear the K. of C. monogram and will be distributed free to the men. The same order included 250,000 cigars.

MONTOYA URGES SCHOOL WORK TO SPANISH FOLK

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL)
Santa Fe, Aug. 24.—County Superintendent Atanasio Montoya is the first among county superintendents to follow up the state-wide educational conference last week with a circular in Spanish addressed to the people, a copy of which was received by the department of education today. It is entitled "The Hope of Our People," and urges especially the Spanish-American people to send their children to school, to have them attend regularly, to continue them into the higher grades and high school.

He points out that the political, social, economical, spiritual and moral position of the Spanish-American people in New Mexico depends upon the schooling that is given their children.

Woman Thinks She Is Privileged to Talk

"If anyone ever had a miserable stomach I surely had. It was growing worse, too, all the time. Had severe pains and attacks every ten days or two weeks which was relieved by a doctor, who could only relieve me for short while. Two years ago last February I took a treatment of Mayr's Wonderful Remedy and I have not had a spell of pain or misery since. My friends just wonder that I am looking so well. I feel I am privileged to talk about it." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allows the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. For sale by Batt Bros., Briggs' Pharmacy and druggists everywhere.

The People of Albuquerque Are Invited and Urged To Attend A

PATRIOTIC MASS MEETING

AT HIGH SCHOOL AUDITORIUM

MONDAY EVENING, AUG. 26, 8 O'clock

FUEL CONSERVATION WILL BE THE TOPIC

An abundant coal supply is essential to America's part in the winning of the war. The coal production of the United States today is short an estimated 50,000,000 tons. To bring this war to a speedy conclusion and wipe out forever the Prussian menace, we must provide an adequate fuel supply for all war purposes.

Employees of the Santa Fe railroad in Albuquerque have determined to do their share in fuel conservation.

The United States Fuel Administration officials for New Mexico endorse this meeting and join with us in inviting the people of Albuquerque to learn the pressing need of fuel conservation and to join with us in this patriotic effort.

A strong program, with able speakers and good music, has been arranged for this mass meeting.

Chief Justice Richard H. Hanna, of the New Mexico supreme court, and a member of the State Advisory Committee of the U. S. Fuel Administration, will be the first speaker.

Other speakers will be A. F. Bauer, general inspector of transportation, of Amarillo, and J. F. Harnit, assistant to the general manager of the Santa Fe at Amarillo. Both these men know the importance of fuel conservation and will have startling facts to tell you.

Other features of the program include discussions by trainmen in active service, of methods of handling trains and locomotives, for the greatest conservation of fuel.

C. M. Botts, attorney, A. T. & S. F. railway, will preside at the meeting.

F. E. Summers, superintendent Rio Grande division, A. T. & S. F. railway, chairman committee on arrangements.

MEETING UNDER THE DIRECTION OF SANTA FE RAILWAY EMPLOYEES—F. E. Summers, J. P. Brennan, R. W. Hoyt, J. J. Heaney, A. B. Wachter, J. P. McMurray, D. E. Barton, Claude Brasher, E. K. Sutcliffe, Committee in Charge.

This Advertisement Donated to the Cause of Fuel Conservation by Geo. A. Kaseman