

cept where my five-hundredweight sinker had been browsing about at the end of its chain. My fourfold wireless aerial festooned from the topmast (which had bravely withstood the whip) in a tangled web. My wireless instruments were in a hopeless state (slightly out of adjustment, so to speak). The general havoc among clothes and mess-traps was woeful; and what the condition of the foremost magazines and storerooms could be in it was not possible to imagine.

The National Review

Owing to the weight of water in the magazines the Exe was disgracefully down by the head, bringing the top of her rudder above water. Truly we must have presented a pretty sight.

However, all perfect trips come to an end, and it was at 3 P.M. we passed the chow-water at the head of the English concession, and then sighted the Bonaventure. Soon after I was safely secured alongside the Dee at the P. & O. buoy.

THE KING'S HIGHWAY

BY KATHARINE TYNAN

TIME was we heard the call of the road
 When we were young and gay,
 I and my Love from our own abode
 Out to the King's Highway.

We smelt the smell of the may in bloom
 And the miles of the scented hay
 When the greensward broke into flush and foam
 Out on the King's Highway.

We heard the sound of the feeding kine
 When dew ran silver and gray,
 The sweets of the night were better than wine
 Out on the King's Highway.

Now he has taken the road alone
 And I have no heart to stay:
 I would that I with my Love were gone
 Out on the King's Highway.

The King's Highway

ECONOMICS, TRADE, AND FINANCE

[EDITORIAL NOTE: No statement made in Parliament since the opening of the war has been more commented upon than Sir Auckland Geddes's review of the coal situation. Readers who have followed the campaign for the nationalizing of the British coal mines, will be interested in Sir Auckland's frank statement of the British position.]

WHAT THE RISE IN THE COST OF COAL WILL MEAN TO GREAT BRITAIN

SIR AUCKLAND GEDDES (President of the Board of Trade) said the subject they had to debate raised issues as grave as any that had been raised even during the period of the war. Last week the government announced that it was necessary to increase the price of coal by no less a sum than 6s. a ton. He knew of no ground whatever for the suggestion that this increase was based upon political considerations. (Cheers.) It was based upon nothing but a realization by the government of the very serious position by which the country was faced. We were faced by a serious reduction in the amount of coal which was available for use. The causes that had been assigned to the reduction of output were numerous, and the causes which were operative were certain. It was quite wrong to suggest, as had been suggested, that all these causes were to be found inside the coal industry itself. Among the most important of the causes external to the coal industry was the present transport position in the country. There was not the slightest doubt that output was being checked at many mines because wagons were not forthcoming as required, and that failure to get wagons to the pits was in some cases extraordinarily serious. There were many

reasons operating to strangle the flow from the collieries, and one of them was that the coal, after it had been loaded on the wagons, was longer in them than it used to be, because they could not be cleared at their destination. The reason for the difficulty of clearing and emptying the wagons arose as the result of the institution of the eight-hour day on the railways because there was less work being done, and new men who were being taken on were not yet trained or so expert. There was also a reason associated with the eight-hour day in factories:

Then there was the delay in getting wagons back because not so many hours were worked per day. Next he mentioned the enormous freights charged for coastwise services. They had got much higher wages; they had got in some cases less work being done. He rather laid stress on these points, because he wished to emphasize the one vital fact for the country that less work being done in one industry reacted through that industry on others, and they could not go on to anything like their pre-war state if the work of the country was not done. (Cheers.) The work of the country, for one reason or another, was not being done. There was a most pernicious doctrine being preached, that if a man did less work there would be more work for others. (Cheers.) If a man did less work it meant that there was less