

Other companies receiving orders for the supply of ammunition are extending plants so as to be in a position promptly to fulfil the business offered. The Baldwin Locomotive Company, whose plants are to be given over largely to the manufacture of war material for many months to come, has given out contracts for steel for new buildings, with the understanding that the work on these buildings may be started within ten weeks. On the other hand, instead of extending its present plants so as to be in a position readily to turn out great quantities of rifles for which it has signed a manufacturing contract, the Westinghouse Electric has exercised options on the plants of the Stevens Arms and Stevens-Duryea Companies. Senator Nathaniel Curry, President of the Canadian Car and Foundry Company, has made public details concerning the distribution by his firm of sub-contracts connected with the manufacture of a large order for shells. The order amounted to £16,500,000, according to statements that have not been denied, and was placed by the Russian Government. 'There are about fifty companies in the United States,' said Senator Curry, 'and about ten companies in Canada engaged in the manufacture of different parts of shrapnel and explosive shells. These orders have been split up among companies in the Eastern and Middle Western States and throughout Eastern Canada.' As has been mentioned, the Westinghouse Company has exercised its option to purchase the Stevens Arms and Tool Company and the Stevens-Duryea Automobile Company; and in these plants one million rifles will be turned out, with the possibility that a second contract for a like amount may be placed soon.

Apropos of the subject of America and ammunition, it is interesting to note that the trade in munitions does not appear to have been in the least degree interrupted, much less checked, by the sinking of the *Lusitania*. Exactly a week after that deplorable occurrence, the White Star Line steamship *Cymric*, 13,098 tons, left New York for Liverpool with a cargo of war materials that made her little less than a floating arsenal. The items included 4301 cases of cartridges, three cases of pistols, 1750 shells (probably shrapnel shells), 1152 empty projectiles, 10 cases of firearms, 36 cases of percussion fuse, 17,740 bars of copper, 156 coils of copper, 95 reels of copper wire, 6505 cases of sheet brass, 698 cases of brass rods, 2042 plates of spelter, and 1562 cathodes (negative poles or electrodes of galvanised batteries). There were also 140 automobile trucks, and numerous cases marked 'hardware,' though exactly how much each case contained of the articles enumerated would not be made public until some time later, after the manifest had been officially audited. The captain stated quite openly that he would take the direct course to Liverpool (the one the *Lusitania* took) and expected to pass through the war zone in about eight days, at a time when submarines are supposed to be 'blind.' Including the crew of four hundred, there were about one thousand people on board, but apparently no Americans. It is curious that the *Lusitania*, containing nearly two hundred American passengers, should have been torpedoed on the ground that she carried some ammunition amongst her cargo, and that the *Cymric*, having no American passengers, and laden almost exclusively with ammunition, should have succeeded in reaching port unharmed.

Mr. E. O'Connor, of the Catholic Book Depot, Christchurch, desires to notify patrons that having sold out his stock of *The Priest on the Battlefield*, he has ordered a fresh supply, which will arrive in a few days....

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## SIDELIGHTS ON THE WAR

### GENERAL.

The *African Missionary* states that about one hundred and forty members of the Society for African Missions, including two bishops, have been 'commandeered' for service in the war.

King Albert has conferred the Cross of the Order of Leopold on Lady Dorothea Feilding for Red Cross services which she has rendered on the battlefields in Flanders since the beginning of the war.

Among a long list of Catholic officers killed recently at the front occur the names of Major Joslin, Royal West Kents; Lieutenant Davis, East Surreys; Lieutenant Neely, of the Suffolks; and Lieutenant Archer-Shee, of the 1st South Staffords, who has been missing since last October, and is believed to have been killed at that time.

'I have been with the Army in various parts of France and Belgium since August, and not one single case of indecent conduct on the part of a Catholic soldier has come to my knowledge,' writes a British sergeant at the front, who adds: 'Men with such reputations and strong character are a national asset, and wield enormous influence by their very presence.'

Captain Gilbert Meade Gerard, of Rochsoles, Lanarkshire, an officer of the 1st Battalion H.L.I., whose name figures in one of the latest lists of officers wounded at the front, is the only son of the late General Sir Montagu Gilbert Gerard, and the nephew of the late Father Gerard, S.J. The Gerard family of Rochsoles are one of the best-known Catholic families in Scotland.



TROOPER JAMES STEPHEN NEVLON,  
Wairio  
(who was wounded at the Dardanelles).

### CATHOLIC CHAPLAIN KILLED.

Rev. W. Finn, Catholic chaplain to the troops, whose death was referred to in our last issue, was a priest belonging to the diocese of Middlesbrough. Prior to his appointment as an army chaplain in November last, he was in charge of the Catholic mission at Houghton Hall, Sancton, Yorkshire, and prior to that he had acted as pastor of the Catholic mission of All Saints', Thirsk. He is believed to be the first British chaplain of any denomination who has fallen in the war.