

PIGEONS HELPED TO WIN THE WAR FOR CIVILIZATION

Many Lives Saved Through Aid of These Feathered Messengers

WERE USED IN TANKS

Taken in Seaplanes and Balloons Where Other Methods Fail

London, Jan. 8.—From time to time stories have been told of messages carried by pigeons in the war. But, as nothing like a complete record of this important branch of the communications has yet appeared, public appreciation of the work done by the "carriers" is both faint and vague.

At the beginning of the war orders were issued that all pigeons along the coast must be interned at police stations or destroyed. Representations were made, however, which saved the birds' necks, and their value was realized a month or two later. Mine-sweeping boats could discover no method of communicating with the shore. An emergency pigeon service was at once established through private owners, and the mine-sweepers were enabled to send information of large mine fields newly laid and other dangers of the coast. Many a patrol boat owed its continued existence to the pigeons.

Used On West Front.

Their next use was on the Western front. The French had already been employing pigeons. After it had been decided to organize an English service, the first 80 men were enlisted in July, 1915, and the first English pigeons were sent over in March, 1916. During that year their value proved so great that similar services were quickly established at Salonica, in Egypt, and Mesopotamia.

When tanks took the field, pigeons were their only effective means of communication. The officer who commanded the first tank battalion stated that pigeons had frequently saved the situation for him. In the battle of Monchy one of the tanks got well forward, saw how the German infantry were placed, and sent a "carrier" message to the base; Monchy was captured as the result.

Help to Tanks.

Again, in the battle of Arras, two tanks with pigeons on board saw large numbers of German troops massed before the hills; they were about 22 miles in the rear, but within 40 minutes guns were brought to bear, and a serious counter-attack was launched. The message was sent by pigeon, and the tanks were able to advance.

In France and Italy, at Malta, Mudros and elsewhere airmen have often lived by pigeons. One recent typical case may be described. Two men fell into the sea 22 miles from Dundee. Their machine was breaking up rapidly. The birds were their only hope. In 22 minutes they flew 22 miles, and just as the men were driving on the rocks in a state of extreme exhaustion, the relief party arrived. For difficulty of access the Macedonian front may be compared to the sea, and here, also, pigeons, bred in England, became an indispensable help to our forces.

20,000 Birds Bred.

The "carrier" service has been run almost entirely by volunteers. It is one of the channels through which the British workman has exerted his patriotism. In 1916 some 20,000 pigeons worth from £20,000 to £30,000, were acquired—all bred and supplied, free of cost, by fanciers who owned the best pedigree stock. The next year more birds were required, and again

they were given by owners and breeders. The number of gifts a year has reached 20,000.

Virtually the whole of the pigeon service for home defence has been organized and run by men who have trained and granted the use of their birds. These pigeons are of the sporting variety, bred for racing, which was imported chiefly from Belgium during the last fifty years, as much as £50 and £100 a pair having been paid for the best specimens of the Belgian breed.

Officer in Command.

The pigeons employed in the war were secured through the instrumentality of the officer commanding the carrier-pigeon service in England (Major Osman), and a special staff of expert officers who had been in close touch with fanciers. Every loft on every front was manned by men who had been experienced pigeon racers in civil life. The messages were written on very thin, flimsy paper, in order that they might be as light as possible; and were contained in small aluminum cylinders about an inch long, which were attached to the bird's leg.

Pigeons have been used at a considerable distance behind the enemy's lines. Baskets of pigeons have often been dropped from airplanes at places where agents might secure them and send messages. Similar baskets were sometimes let fall from balloons, with instructions to any friendly Belgians who might pick them up as to the information that was required. In this way also valuable intelligence was obtained. Some of the messages were useless, but the proportion of useful ones was large.

There are three recognized branches of the "carrier" service, developed from the small service at the beginning—the naval, the military and the air force service. In relation to the last, it may be mentioned that pigeons will "home" from waterplanes, to a travelling boat at sea. Even now pigeons are frequently flying from men in distress on the water, since patrol work is by no means finished, and a general reminder that pigeons on the wing must not be shot is still necessary.

BOLSHEVIKI WRITE NAMES OF CITIES IN LETTERS OF BLOOD

Tortures of Dark Ages Added to Customary Horrors of Guerilla Warfare

RUSSIANS THE VICTIMS

Cities on Western Frontier, Vilna, Lemberg and Kiev Being Destroyed

Warsaw, Jan. 6.—The names of Vilna, Lemberg and Kiev are being written in blood red letters along the Western frontier of Russia, and scores of smaller cities, towns and estates lying between the cities also are being destroyed by the Bolsheviks. According to trustworthy reports reaching Warsaw, the Bolsheviks are adding the tortures of the dark ages to the customary horrors of guerilla warfare.

ROUMANIA TO ALLOW JEWS TO BECOME CITIZENS

Paris, Jan. 6.—Rights of citizenship have been granted by Roumania to all the Jews born in that country, it is announced.

SIN, SERVICE AND SACRIFICE: MESSAGE AND A CHALLENGE

Rev. R. S. Laidlaw Conducted Anniversary Services at St. Paul's Church

FORMER PASTOR HERE

Welcomed by Many Old Friends Who Enjoyed the Message He Imparted

That "Sin is the grim fact of life; Service the measure of life's work and Sacrifice the price of the world's safety," is the message and the challenge of the heroic dead in Flanders' fields to the people of Canada today. "The man who lives solely for selfish gains is a traitor of the deepest dye to the brave lads who gave their lives for us." Such, in effect, was the burden of an eloquent discourse by the Rev. R. S. Laidlaw, of Winnipeg, at the anniversary services in St. Paul's Presbyterian church on Sunday evening.

The reverend gentleman came from Knox church which is the temple of Presbyterianism in Western Canada to preach at the annual services of St. Paul's where for many years he has been the esteemed pastor. The large crowds who attended both services were both a tribute to the eminence in which the preacher stands as a pulpiteer, and of the regard in which he is held by the citizens of Brandon. Both by word and look, Mr. Laidlaw expressed his appreciation for the invitation that enabled him to meet so many of his old friends in this city.

Musical Service

Apart from the preaching which goes without saying was of the highest order, a feature of the service: was the remarkable improvement that was apparent in the congregations singing and the musical services generally. Formerly, this was not an outstanding phase of the services. Those who had not been regular attendants at the church could not fail to be impressed by the improvement in this particular. The choir is very fine; balanced which was particularly noticeable in a couple of beautifully rendered anthems, and again in the heartiness with which those present followed the cue in the congregational singing. The organist, Mr. T. H. Haney, who acts in the dual capacity of organist and choirmaster, apparently performs his duties with the enthusiasm of the true artist. The excellent soloists, Mr. W. V. H. Barles added value to the musical features of the service.

Being Dead, Yet Speareth

Basing his discourse on a passage in St. Paul's epistle to the Hebrews: "By which He obtained witnesses of Him," and "Being dead, yet speaketh." Rev. R. S. Laidlaw spoke of how, before the war, the word Sin had become out of date and was but rarely referred to. When we think of the tens of thousands of noble youths who laid down their lives fighting the just and noble war that was fought by Germany and the millions of men who are maimed for life in the same struggle we can but say of those who sacrifice their lives that "Being dead, yet ye speaketh." For what purpose did the do this? It was that you and I might meet here in security. They have paid the price of our freedom and have a right to be heard. Their message is that sin is the grim fact of life. The word 'sin' has been but lightly esteemed. We had become more accustomed to the attitude "Thank God that we are not as other men." Or selfishness and materialism had degraded our national life, debauched our citizenship and our public services.

Sin and the Cross

"Long ago, outside a city wall, was a cross, and on it transfixed was the Son of God. It was the world's sin that had necessitated the cross. There are now ten thousands of crosses, all representing the anguish of Gethsemane and of Calvary. They all tell of the horror of sin, the deadly destruction that results in crime, that even in the days of peace, carries on its bloodstained war. Another word from our fallen heroes is that service is the measure of life's work. There are some whose valorous deeds had received recognition, others whose deeds were equal as valorous did not receive recognition, but they rendered equal service and are on the same footing. When we think of the young lads who died in war, 'short lives, strangely incomplete.' No life must not be translated by its length, but in its measure of service. They could not do more in life than to contribute their all. They died as the price of our new freedom and liberty.

Best Achievements Costly

"God must indeed have endured that sacrifice to make the world safe. The best achievements are only possible at a terrific cost. If, again, we allow self-interest to dominate our individual and national life, then we are indeed lost. Our nation has demonstrated what may and can be done when we are willing to pay the price,

and willing to make sacrifice. The world can be redeemed in one way only—the way of the cross.

"The last word from our heroic dead is 'Carry on, carry on, till His Kingdom come.' They carried on month after month facing fearful odds, until death claimed them: It is for us to raise a monument worthy of their sacrificial toll. What shall it be?—a new world set in terms of the Kingdom of God—all else is inadequate. They fought a good fight, kept the faith and finished the race, and look to us to carry on, to keep the faith with them until His Kingdom come and His will be done on earth as it is in Heaven."

LAUDER SAFE IN MONTREAL

Montreal, Jan. 7.—Harry Lauder, the Scottish comedian, threatened with a rotten-eggging here, because of remarks made last year considered derogatory to some French-Canadians, reached this city this morning from Halifax. He was met by a number of friends, but there was no sign of the critics who had promised him a rotten-eggging.

HUNS BUILT GREAT "TRAIN SHEDS" IN WATER FOR U-BOATS

British Airmen Gave Them No Rest, Dropping a Rain of Bombs

London, Jan. 6.—The Germans built great "train sheds" in the water to shelter their submarines at Bruges, Belgium from bombs dropped from the air.

The sheds have concrete roofs eleven feet thick, and are of massive proportions. From early in 1917 until the Huns were forced to abandon Bruges altogether, 4,000 workmen were employed in building the great sheds for the submarines.

Hundreds of concrete pillars, each two feet thick and 25 feet high supported the heavy roof. Eight of the sheds had been completed and he ninth was being built when the Germans decided to run along home. In the very early days of the war the Germans clearly planned the harbors of Zeebrugge and Ostend as permanent bases and repair stations for their submarines, the original plans being built at Hoboken works near Antwerp. The first large repair works appear to have been situated at the Atelier de la Marine at Ostend, but it is probable that the docks at Bruges, which are connected with Zeebrugge by a ship canal, were developed as a permanent station of the war.

British Got Busy

Largely owing to offensive naval operations off the Belgian coast, assisted by aircraft, the two harbors became exceedingly unhealthy shelters for such comparatively fragile craft as submarines, and after the bombardment of May, 1916, the large floating docks at Ostend were moved around to Zeebrugge, and set up at Bruges.

Following up this initial victory with great vigor, British airmen commenced in January, 1917, an intensive bombing campaign, directed chiefly against the docks at Bruges, the lock-gates and harbor at Zeebrugge, and the ship canal itself, which was, of course, the only outlet by which the submarines could gain access to the sea.

Some idea of the severity of these attacks may be gained from the fact that no fewer than 6,123 bombs were dropped upon Bruges docks alone, while a similarly large number were dropped upon Zeebrugge and Ostend. Apart from the immense and continuous damage caused to the Mole dikes, quays, railways and shipping at Zeebrugge, the lock-gates themselves—a singularly difficult target to hit, even from a low height—were kept practically always under repair. Indeed, on several occasions, as the result of direct hits by British airmen, one of the gates had to be removed by immense floating cranes, and a spare gate fitted, the damaged gate being towed laboriously to Bruges for repair in dry dock.

Germans Had To Move

Owing to the great damage which was caused by the Germans on the evacuation of the docks, it is difficult to differentiate between the liberate work and the destructive resulting from the terrific bombing from the air during the last few months of the war. Information from various sources, however, makes it abundantly clear that the enemy's decision to give up the port at Bruges, as a repair base for submarines, was in the main due to his inability to defend it against the increasingly powerful attacks from the air.

The biggest explosion ever experienced in Bruges was caused by British airmen at La Fugolese work lay 31, 1918. The concussion was felt all over the city, and the flames lit up the sky for many miles around. It is said that the explosion wrought much destruction of valuable machinery that work was never properly resumed in these extensive factories.

EIGHT BRANDON MEN HOME FROM THE WORLD WAR

On Sunday afternoon and during the night, eight returned soldiers arrived home from overseas and six men from outside points were the guests of the Returned Soldiers Association during their stay in the city. A large number for outside points came in during the night on the C.N.R., and departed for their homes in the district this morning. Many relatives, friends, and representatives of the R.S.A. and G.W.V. met the special which arrived at the C.N.R. station Sunday afternoon, and a large crowd were also at the C.F.R. station when the train arrived from the East in the hopes that more soldiers would arrive on it.

Most of the men who returned came over on the steamship Carmania. One of these was Corp. Claude, who went overseas with the 107th Battalion from Winnipeg, and was wounded twice. His sister, Mrs. Boleyn, resides at 145 Ninth street.

Corp. Robert H. Wilson, of the 181st Battalion, who went overseas as a Sergeant, but reverted to the ranks to reach France, and was promoted to his present rank. He was wounded November, 1917. His wife and one child reside at Suite 5, Nation Chambers.

Loco-Port W. J. Coffey, was another member of the 181st Battalion to return home. His mother resides at 320 Eighth street.

Sapper Thos. Pae also enlisted and went overseas with the Chums Battalion, and has seen much service in France. His wife and two children reside at 133 Frederick street.

Another soldier to be eagerly welcomed home was Driver John Henry Hake who went over with the artillery. His wife resides in Suite 2, Chamouny Apartments.

Lieut. Corp. John Cameron, of the 79th Battalion, also returned home. He was wounded April, 1917, and prior to joining the colors was employed at the Brandon Machine Works. His wife and two children reside at 913 Sixth street.

Private P. F. Andrews, another 181st soldier, arrived home. His wife and six children reside at 358 Frederick street.

Private A. W. Johnson also enlisted in the 181st Battalion. His wife and four children reside at 824 College avenue.

Men Entertained Here.

The following men were entertained by the Returned Soldiers Association during their stay in the city:

Lieut. Corp. E. Jackson, Douglas, who went overseas with the 51st Battalion and was nine months in France. He was wounded twice, September, 1916, and October, 1917.

Private J. S. Martin, of Lockwood, Sask. This soldier went overseas with the 46th Battalion and was eight months in France, being wounded twice.

Private J. White, of Souris, was also wounded twice and spent thirteen months in France.

Private R. McCubbin was on his way to Lipton, Sask. He went overseas with the 195th Battalion and was twenty months in France, being wounded twice.

Private J. S. Stacey, of Hamiota, and Private H. McDonald, of Wakarusa, Sask., also stayed in Brandon. Private McDonald enlisted at Swift Current, Sask., with the 209th Battalion, and was a year in France. He was wounded March, 1917.

OBITUARY

Mrs. Anne Shaver Moore

On New Year's Day another of the pioneers of Brandon, at the age of eighty-one years, passed to spirit life in the person of Mrs. Anne Shaver Moore, widow of the late W. W. Moore, of 631 Louise avenue. For years the late Mrs. Moore had been a victim of asthma, which eventually affected the heart, and her final illness lasted only three days. Mrs. Moore belonged to an old United Empire Loyalist family, the Shavers, of Ancaster, Ontario, who at the last annual picnic on the old homestead, about twenty-five years ago had over 800 relatives present.

The late Mrs. Moore leaves to mourn the loss of a devoted mother, five daughters, Mrs. J. C. Gray, New Westminster, B.C.; Mrs. Hattie M. Ramsey, Vancouver, B.C.; Mrs. W. J. Macdonald, Palmerston, Ont.; Misses Naomi and William at home, and one son, R. A. Tyte Moore, of Peabodland, B.C. Two sisters, Mrs. John Book, and Miss Kate Shaver, of Jerseyville, Ont., and an only brother, H. J. Shaver, of Brandon, Ont., also survive her.

BRITISH AIR HERO HONORED IN DEATH

London, Jan. 6.—The funeral of Capt. Lee F. Robinson, V.C., the English airman who destroyed the first Zeppelin that was brought down in England, and who died of influenza shortly after his return to England from internment in Germany, took place Friday afternoon at Harrow Weald, and presented some remarkable features. A flight of airplanes escorted the cortege to the cemetery which was some miles distant. The coffin was borne on an airplane trailer, an air force band preceded the coffin and a squadron of members of the air force marched behind.

WHIST DRIVE AND DANCE

The Fraternal Hall, Sixth street, was the scene of an enjoyable whist drive followed by a dance Friday evening, given by the ladies of the Scottish Association. The ladies' prizes for the drive were won by Mrs. S. Wood first, and Mrs. G. Rutherford, second. Mr. J. Kinnear captured the gentlemen's first, while Mr. A. Middleton was winner of the second. The proceeds, which will go to the Brandon Scottish Association fund, amounted to about \$50.

RECITAL BY MISS CLINE

A large crowd was present at the First Baptist Church, Friday evening to hear Miss Cline, of the Brandon College, when she gave a most interesting recital, under the auspices of the Mission Circle of that church. All her readings from "The Other Miss Man," to the comic negro selection entitled "Encouragement," were given in a very artistic manner. The program was varied by musical numbers interspersed. Vocal solos were rendered by Misses R. Morgan and A. Burchill, and Miss L. Ziegler, of the Brandon College, played an organ solo. The Misses R. Morgan and Adelaide Bailey, acted as accompanists. The proceeds, which amounted to over \$50, will be devoted to missions.

WAR WORKER HOME

Mrs. A. F. Smith, who went overseas with her husband, Sergt. Major A. F. Smith, is the guest of her mother, at 659 Rideau street. Mrs. Smith volunteered her services as an ambulance driver and saw much service in London. She was attached to the Air Ministry and the Ministry of Munitions, and during her work had many very narrow escapes. While in London Mrs. Smith won a certificate for motor driving and mechanism. She is the guest of her mother prior to returning East where she will reside. Mrs. Smith will be remembered by many as Miss Jennie McCrae, who has many friends in Brandon.

Sergt. Major Smith was taken prisoner June 2nd, 1916, and is now in Holland. He went overseas with the

First C. M. R.'s and was for some time in France. It is expected that he will be sent home soon.

10 COMMANDMENTS TO GUIDE WIVES

The late Queen of Roumania, whose pen name was Carmen Sylva, drew up ten commandments to help young women who had just been married. Here they are:

- (1) Never begin a quarrel, but if there is disagreement do not give way until the matter has been put right.
- (2) Never forget that you are the wife of a man and not a god. Do not worry too much over his weaknesses.
- (3) Do not always be asking your husband for money.
- (4) If you discover that your husband has a big heart, remember also that he has a stomach. Look well after his stomach.
- (5) From time to time, but not too often, allow your husband to have the last word. That pleases him and does not harm you.
- (6) Read all the newspapers, not merely the sensational bits. Your husband will willingly discuss with you politics and the day's happenings.
- (7) During a period of sickness do not vex your husband.
- (8) Pay your husband a compliment from time to time. At the same time let him understand that you yourself do not always steer clear of mistakes.
- (9) If your husband is good and active, be a comrade to him. If he is heavy and slow be a friend and adviser to him.
- (10) Above all, show respect to your mother-in-law. Remember that your husband loved her before he loved you.

RETURNING SOLDIERS

One commissioned officer, Capt. Frank Sewell and Act. Sergt. Ed. F. Silburn, arrived at St. John, N.B., on Saturday from overseas on the steamship Tunisian. These were the only returned soldiers listed as coming from Brandon.



Prepare for the long Winter evenings by installing a new set of

Macey Sectional Bookcase

They may be adapted to every design and scheme of furnishing, and afford the greatest latitude for the exercise of individual taste. Made in Fumed Oak, Mahogany and Golden Oak.

Macpherson & Bedford

QUALITY FURNITURE AT RIGHT PRICES.

716 ROSSER AVE.

BRANDON

PRINCE EDWARD HOTEL

BRANDON.

The big hotel of Brandon where visitors can always find a hearty welcome, and good friends.

Make the "Prince Edward" your headquarters when visiting Brandon and meet the city's best people.

"A hearty welcome always."

Prince Edward Hotel

Wheat City Business College

BRANDON, MAN.

The question with young people today is not "Can I secure a good position?" but "Am I equipped to satisfactorily fill such a position?"

Those far-sighted young people who have taken a course in a good business school can always answer in the affirmative.

Preparation is essential in any line. The doctor spends years in learning his profession—the lawyer studies all his life—the engineer serves years of apprenticeship. But to enjoy a place of responsibility at a good salary in the business world, requires a comparatively short period of training.

We are well equipped to give this business training. We have years of successful experience to our credit. Satisfied ex-students all over the West testify to this.

Get our catalog today.

F. A. WOOD, Principal.