

6 Famous British Tank, The Fighting Britannia, Has Helped to Win War

CAPT. RICHARD HAIG, K.C., has paid a second visit to Canada with the now famous British tank, the Britannia, which has figured so largely in war loan campaigns in the United States and the Dominion during the past two years.

The Britannia, by the way, is properly alluded to as "she," because this tank is what is known as a female tank. There are male tanks also which are exactly similar in appearance to the female, but they are armed with six-pounder guns instead of machine-guns, which form the exclusive equipment of the female tanks such as the Britannia.

The Britannia is a "mark 4" tank, and in appearance is exactly similar to the tanks in use to-day. Not only in appearance, but in construction also, but the "mark 5" tank, now used, is entirely different in regard to machinery. "Mark 1," the first tank, had wheels, and "mark 2" was substituted. "Mark 3" was not very good, and the big success in tank manufacture came with the Britannia class, which led many fights against the Hun, until discarded for the newer model and the whippet tank. The only difference between the Britannia tank and the latest model is engine power. To get into a tank it is necessary to select one of the five



CAPT. RICHARD HAIG.

doors. There is a door at each side, two on the roof, and one in the rear, and on entering the first impression is that with its war crew of seven men and one officer the machine would be badly crowded. Six of the seven men fight the machine guns, while the remaining man and the officer steer.

It takes three men to crank up the 240 horse-power engine, and from that moment conversation inside the "old bus," as the machine is affectionately termed by the crew, ceases. When the gigantic driving machinery gets in motion the noise increases to such an extent that when one hears a steam whistle on emerging it sounds like a heavenly calm.

The armor of the machine is half-inch hardened steel, and is impervious to an armor-piercing bullet. For the six machine guns which she carries 30,000 rounds of ammunition are stowed away in lockers. These special lockers are about the most prominent features of the inside of the tank, and are located in the sides over the engine under the roof, and over the main drive. In fact, anywhere there might apparently be a little air space. The whole tank weighs just 30 tons, and is 26 feet long.

Capt. Haig, the young officer in charge of the tank, actually fought with it at the front, and he is a war veteran since the beginning of the war, and has twice been wounded.

When war broke out he went to the front with the Royal Berkshires, and fought with his regiment until 1916, when he joined the tank corps, and was trained in France for his new duties.

"Canada has every right to be proud of her war record," said Capt. Haig, remarking that when the Canadians were at Givency his regiment was next them. "I remember that time particularly because the Germans were sending over heavy stuff. It was going right over our heads into the Canadians, and we did not envy them one little bit," he added, smiling.

"There is no difference so far as anyone can see between this tank and the tanks they are using now," he remarked in reference to the Britannia. "Outwardly and so far as the armor is concerned they are the same, but the old type cannot move fast enough to escape the direct hits from the German guns, which are the only things which can knock a tank out. Well, that is not quite right," he continued; "they can be ditched. It is not very common, and when it happens in a battle we have to get right out and dig her out. That is the only thing to be done, and we hate it like anything. It does not happen very often, however."

Capt. Haig is an enthusiast for the tank, and explains that it was absolutely necessary for the winning of the war and the only protection against the deadly machine guns of the enemy. The tank can walk right up to enemy machine gun emplacements and put them out of action.

"We did that to four with this old bus," he said, "and they did not do us any harm."

Hay in B. C. Only 70 Per Cent.

Hay in the southern part of British Columbia was only about 70 per cent. of a normal crop, and is selling at \$35 per ton. The same price is ruling in Oregon.

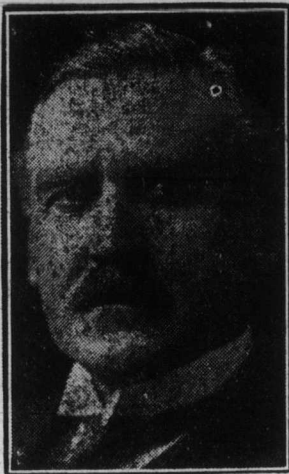
Sir Thomas White's Appeal to Canadians

Points Out Great Need of the
Victory Loan to Carry
On the War.

On the opening of Canada's great Victory Loan drive the Minister of Finance issued the following message:—

To the People of Canada:

The Victory Loan of 1918 is now being offered for public subscription. It is an undertaking of most vital consequence to the nation, and I cannot too earnestly emphasize the duty and responsibility resting upon all citizens of Canada to co-operate to the extent of their available resources, in making it an unqualified success.



SIR THOMAS WHITE

Minister of Finance under whose direction the great Victory Loan drive for \$500,000,000 is being made.

The money to be raised is urgently required to enable us to continue the prosecution of the war, now in its fifth and most crucial year, and for the maintenance of the prosperity of the Dominion in all departments of productive activity.

Apart from patriotic considerations which should alone suffice, it is the direct, immediate, personal interest of every individual Canadian citizen that the Loan should not fail of its objective. The bonds afford absolute security and yield a most attractive rate of interest. Undoubtedly, in the period succeeding the war, they will show a substantial appreciation in value.

All citizens are earnestly invited to subscribe. Remember, you are asked not to give but to lend your money to the state. Small subscriptions from those of slender means are as welcome as the large. In the last Victory Loan we received subscriptions of over four hundred million dollars from over eight hundred thousand subscribers. This year we expect five hundred million dollars from more than a million subscribers. Let all subscribe to the extent of their means, be they great or small, and once more demonstrate to the world the strength, unity and determination of the Canadian people in this world struggle. Even if the war should end at an earlier date than has been anticipated, all the money asked for will be required for the purposes of demobilization, which will extend over many months, and for the continuation of credits for the purchase of Canadian products. The organization and publicity work in connection with the Loan has been completed after many weeks of effort. It now remains for the people of Canada to do their share. That they will do so to the fullest degree, I am entirely confident.

W. T. WHITE.

Ottawa, Oct. 28th, 1918.

CANADIAN ARMY AND THE VICTORY LOAN

War Costing Canada Over Million Dollars a Day — \$400,000,000 Will Be This Year's Bill.

Nearly 600,000 have been enrolled in the Canadian Expeditionary Force. About 425,000 have gone overseas. Canada's 1918 war bill will be \$400,000,000.

Canada's 1917 war bill was \$320,000,000.

Canada's war expenditure is now \$33,000,000 a month.

It exceeds \$1,000,000 a day. The \$420,000,000 subscribed to the 1917 Victory Loan will not do much more than pay this year's war bill.

\$500,000,000 are needed through the Victory Loan, even though peace should come to-morrow.

BANKS WILL LEND.

In order to help out small subscribers to the Victory Loan the banks will lend subscribers, on the probable certainty of repayment within a year, up to 90 per cent. of the amount of the investment in the Loan. The rate of interest charged by the banks is 5 1/2 per cent. Repayment is to be made monthly and quarterly. These are much better terms than were granted last year.

There are over 425,000 Canadians overseas who will have to be kept for at least a year, even if peace were to come this month.

No one who looks at the casualty lists can do otherwise than subscribe every dollar possible to the Victory Loan.

The Canadians in France have set a high standard for those at home to reach in the Victory Loan campaign. Canada must put every ounce of effort into the Victory Loan drive.

Over-subscribing to the Victory Loan would have a wonderful effect on the Canadian Corps in France. It would be the best thing that Canada could possibly do.

As a matter of business, what do you think of the plan?

You are a farmer.
Canada is a farming country.
Canada grows more food than the people of Canada need.
To prosper she must sell that surplus food.

Great Britain is our best customer for grain, pork, beef, cheese and other farm products.

Every practical man must see how important it is to hold the British trade. Canada wants not only the profit on this trade, she wishes to create a goodwill in Britain towards Canadian products and thus assure our export business for the future.

At the moment Great Britain asks for credit, asks Canada to sell her the products of the farm, "on time." To hold her trade, it is necessary to give this credit.

This takes capital—immense capital. For Britain's purchases from Canada are huge, and these purchases must be paid for in cash.

In these times, it is not easy even for a nation as wealthy as Canada to procure money. Certainly, no other country can lend us money. The only way now open for Canada to secure money is to borrow from the people of Canada.

Buy VICTORY BONDS

—all you can pay for in cash and all
you can carry on instalments.

Issued by Canada's Victory Loan Committee,
in co-operation with the Minister of Finance
of the Dominion of Canada.

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Women are the majority in the church on earth, and it is reasonable to suppose they will be three-fourths of the population in heaven.

Rheumatism, Kidney or Stomach Trouble and Asthma Promptly Cured.

For Rheumatism, Kidney Trouble, Indigestion, Dyspepsia, Biliousness, Sick or Sour Stomach, Bitter taste in the mouth, Loss of Appetite, and Asthma, this medicine has no equal. Two to five doses will cure Sore Back or Sluggish Kidneys.

Corporal W. Lewis No. 305525, 1st D.A.C., at present residing in Eganville, Ont., writes:—"I was 18 months in France and went through the battles of the Somme, Vimy Ridge, Lens, Hill 70 and Passchendaele. On account of Kidney Trouble I was invalided to England. I was treated there for some months in the 5th, and 11th Hospitals, and was finally invalided home to Ottawa, where I received treatment in the Convalescent Home. I was finally discharged as being medically unfit for further active service. Having heard of your Victory Rheumatic and Kidney Cure, I decided to try it, and after using four bottles I feel certain it has made me as well as ever, and I am gaining in weight every week. I can highly recommend it to any sufferer from Kidney Trouble as a sure and quick cure."

Mr. W. J. Payne, Renfrew, Ont., writes:—"I had Rheumatism in my arms, shoulders and legs for over four years. At times I was unable to get on my coat without assistance. My kidneys were also in bad shape. Three bottles of your Victory Rheumatic and Kidney Cure completely cured me."

For sale by W. P. Pattie, Carleton Place, M. R. McFarlane, Almonte; L. A. Wilson, Smiths Falls; J. L. Rochester Ltd., Rideau St., Ottawa; or direct from the manufacturer W. F. Ritchie, box 296, Renfrew, Ont.

Price, 75c per Bottle.

In remitting for mail orders add sufficient to cover postage.

LOCAL AGENT WANTED

for the Old Reliable

FONTHILL NURSERIES

Thousands of Orchard Trees need replacing.

War Gardens call for Small Fruits, early-bearing Fruit Trees, Asparagus, Rhubarb plants, etc.

The demand for Ornamental stock in towns and villages is large.

Secure a paying Agency with liberal commissions; experience not necessary.

Stone & Wellington

(Established 1837)

TORONTO, ONT.

The New President of the C.P.R.

THE Presidency of so vast a system as that of the Canadian Pacific Railway is no easy position to fill—so varied are the interests and covering so large and manifold a territory. The railway itself has eighty thousand employees and more mileage even than any of the great systems of the United States—no less than 18,600 miles of track being operated or controlled from Montreal. The C. P. R. Telegraphs comprise over 100,000 miles of wire with no less than 15,000 offices where messages may be received. The C. P. R. hotels, involving an investment of over \$23,000,000 and representing eighteen caravanserais from the small station hotel to the huge edifices at Quebec, Winnipeg, Calgary, Banff, Lake Louise, Vancouver and Victoria—the Vancouver Hotel, for instance, having establishment of 650 rooms—involve great responsibility. Then there are the lands in Western Canada with the \$17,000,000 irrigation scheme west of Calgary and the extensive colonization programme of ready-made farms and the like. The mining and smelting interests of the C. P. R. in British Columbia are also considerable. Involving not only a large investment of capital but also relations with a labor element which has been somewhat difficult to manage. Then again there are the great Angus Shops at Montreal, with other large shops also at Winnipeg and Calgary, where so much of the rolling stock and equipment is built and repaired.

Subsidiary to the railway company itself are the Canadian Pacific Ocean Services, representing one of the largest passenger fleets of the world, amounting to almost 400,000 tons, and providing one of the most vital links between Europe and the Orient.

As a common carrier the railway serves all the large interests of Canada—agricultural, industrial and commercial—and is naturally in close touch with the big financial institutions, several of which are represented on the Board of Directors. The opinion of the President on financial questions carries enormous weight in England, which naturally takes most interest in such American financial movements as affect the component parts of the British Empire.

Owing to its economic position the Canadian Pacific is naturally of great interest to the political leaders at Ottawa, and no economic legislation is likely to be brought forward by any Government without obtaining at least an expression of opinion from the Canadian Pacific President. In this respect it is known that the leaders at Ottawa have the greatest respect for the capable judgment of Mr. E. W. Beatty, who, in spite of his comparative youth, has proved in many cases his mature and sound economic judgment.

No finer description could be given to the new President of the C. P. R. than the tribute paid by Lord Shaughnessy, in the official statement regarding his successor:—"One who has shown notable administrative ability, and who enjoys to a marked degree the confidence not only of the political and business leaders of Canada, but also of the employees of the Canadian Pacific Railway itself."

Among the many public expressions that of the *Toronto Globe* is interesting, and follows:—"Railway history has many chapters of personal romance, but it has few parallels to the career of Mr. E. W. Beatty, who at the age of forty-one, becomes the head of the greatest transportation system in the world. Even in this classic continent of opportunity his advance has been sensational. Mr. Beatty is the first Canadian-born president of the C. P. R., a sign that Canada has no longer any need of looking beyond her borders for railway talent of the highest class."

Mr. Beatty was born in Thorold, Ontario, forty-one years ago, of Canadian parents—his father being Henry Beatty, a prominent steamship owner. He graduated from Toronto University; studied law, and entered the C. P. R. service in 1901, in the legal department. He was appointed vice-president in 1914, and director in 1916.



MR. E. W. BEATTY.

Prove Your Patriotism
BUY VICTORY BONDS