

CANADIANS WILD WITH JOY AS THEY GO TO THE FRONT

First Questions After Landing in France Are: "How Far Are We from the Fighting Line?" "Where Are We Going?"—How the Journey from Salisbury Plain Was Made—One Party Left on a Route March and Never Returned—Fooling the Germans—Several Days Spent Aboard Ship—A Fine Body of Men, is the Verdict of High Military Authorities.

The following cable gives the first account of the transport of the Canadian contingent to France, though most of the names and dates have been deleted by the censor. The fact that several days were spent aboard ship indicates the precautions that were taken to avoid the planned German submarine attacks.

(Special Cable to The Telegraph—Copyrighted.)

Northern France, Monday—This morning at a little station I witnessed the Canadian contingent moving rapidly forward to join the British army. Hour after hour great military troop trains swept past, distinguishable for nothing save apparently an interminable succession of freight cars and horse-boxes.

Then one train stopped. Scores of men jumped on the platform, men in shaggy fur coats with thick fur gloves, grimy from two days and nights in the cars. Scores of questions were poured on me: "Say, where are we?"

"How far are we from the front?"

"Where are we going?"

They were the first Canadian contingent, who had arrived by sea and had been heaped into troop trains and rushed to the front.

"We are Winnipeg boys," they said.

One Manitoban giant again demanded, half fiercely:

"How far are we from the fighting lines?"

A dozen took up the question.

"You're about ——— hours away," I told them.

"Say boys that's great," the giant yelled. Then began a chorus. The soldiers sang, "Ho-ho-ha-ha-What the ——— De We Care." Two minutes later the train was sweeping out again towards their destination, they shouting, singing, waving greetings, happy that the time of preparation was over and real war beginning.

JOJNEY TO FRANCE A REAL ROMANCE.

So ends one of the most exciting and interesting chapters in the history of the present war. The journey of the Canadian contingent from Salisbury Plain is a real romance. For weeks the Germans had exhausted their resources and their system of espionage to discover the truth about the Canadian movements. They regard the Canadians with special hatred, and had made preparations to "submarine" the Canadian troops while crossing the Channel.

The British authorities met this with an elaborate system of mystification. For weeks innumerable rumors were spread abroad, but no one outside a favored few knew what would happen. Nearly every Canadian soldier believed the contingent would go to ——— and remain there two months before taking their place in the fighting line.

"Wait till we strike," said one young member of the mechanical transport staff. "Before leaving the Plain we woke little Old London up, but that's not a thing to what we'll do to France."

My young friend will have a chance now of exhibiting his exuberant energies. Many varying dates were given concerning the contingent's departure, each apparently authoritative. On January ——— it became clear that the advance was beginning. The first section of the transport corps moved from Salisbury at midnight Thursday, followed by others at midnight Friday. The mechanical transport section embarked ——— making for ———. It was not until February ——— that the first part of the mechanical transport travelled up from ———, landing there.

Meanwhile a complete veil of silence was thrown over the proceedings on the Plain. The British press was not permitted to publish anything concerning the general exodus which started Sunday February ———. Some regiments disappeared without a word.

STARTED ON ROUTE MARCH AND DIDN'T RETURN.

"We started for a route march and never returned," said one officer. "The first brigades took ship Sunday evening, the first convoy of four boats starting that night, others following in the next few days."

The first part of the contingent which left Sunday at midnight did not see land until Wednesday night, when the ships approached a little port on the west coast of France. The voyage was stormy, rough, disagreeable. Fog and rain clouds made even the guard of the British warships invisible part of the time.

The contingent lay outside the port Wednesday night and landed Thursday morning. Here a fresh surprise met the men. Great stocks of trench clothing were waiting them. The men were served with the utmost rapidity with fur gloves from the Grand Duke Michael's fund, and with shaggy wolf-skin coats, trench socks, and mittens. Their brigade equipment of guns, cars, materials of every kind, was lashed on to open cars of waiting trains.

There was no passenger coach for the officers, horse boxes and freight cars for the men. Within two hours of landing some brigades were steaming out eastwards. All they have seen of France, all many of them are likely to see for some time ahead, is a fleeting vision of winter fields, great towns, cheering country people, as they sped day and night at high speed through ——— and past ——— through ——— itself.

Meanwhile the mechanical transport section remained at ——— for a few days, and was inspected there by the base commandant, who very highly praised its equipment and the morals of the men. It moved forward Friday by a road with a complete ammunition train.

Every capable authority I have seen who has had opportunity to study the contingent during its journey out of Canada, or since its arrival in France, speaks in the highest terms of the physique, equipment, bearing and discipline of the Canadian boys.

"No such splendid body has passed through since the beginning of the war," declared one high military commander. "The equipment is as nearly perfect as can be imagined. The discipline of the men is excellent."

Some of the Princess Patricia's wonder if it is true, if the contingent will show the restraint and discipline necessary.

"They'll fight well, of course, fight like ——— if they get the chance," said one veteran Patricia sergeant, "but will they be willing to wait day after day in muddy trenches as we have done, doing nothing but lying low, keeping back, waiting their chance; or will they try to accomplish the impossible —sweep on in attack and get wiped out. I'm afraid they'll only learn patience by hard knocks and heavy losses."

These pessimists underestimate the strong common sense of the leaders of the Canadian contingent. Stories of lack of discipline in Canadian ranks have been greatly exaggerated. Thus today I have received through a London correspondent, a statement from Captain A. B. Shaw, assistant provost marshal and Sergeant Major Dee of the Canadian military police in London, who indignantly deny allegations of the lack of discipline against Canadians while visiting London.

They say only 535 cases have gone through their hands, less than one per cent. In the majority of cases the men were absent without leave. In technical military crimes, there have been only four serious cases in London since the contingent landed, one of stabbing, one of false pretences and two of robbery.

The Canadian London military police maintain this record is very creditable, considering there have been at times more than 1,000 men from the contingent on leave in London. They paid a tribute to the metropolitan police, who have gone out of their way to help them.

Sitting in this lonely French village tonight, I recall faces of our Canadian boys I have seen during the past few hours, faces displaying cheerfulness, courage, strength, resolution, and above all, buoyant unconquerable youth. The prospects of early fighting fills them with enthusiasm. Their bearing, preparations and equipment give every Canadian cause for encouragement and hope that probably before this cable reaches Canada their fighting will have begun.

That they will win fresh glory for Canada, all who know them are convinced.

BRITISH NAVY IN NO WAY TO BLAME, IS REPLY

Sir Edward Grey's Answer to the United States Made Public

THE QUESTION OF FOODSTUFFS

Foreign Secretary Points Out That in Germany There is No Clear Division Between Those Whom the Government is Responsible for Feeding and Those Whom it is Not—Britain's Case Clearly and Firmly Set Forth.

Washington, Feb. 17.—Great Britain's second and complete reply to the American note of protest, which, on Dec. 28 last asked for an early improvement in the treatment of American commerce by the British fleet, was made public tonight by mutual agreement between the state department and the British foreign office.

The note, addressed to Ambassador Page by Sir Edward Grey, under date of Feb. 10, denies that the depression in American industries is due to the activity of the British fleet and suggests among other causes, the shortage of shipping facilities, the consequent diminution of cotton trade and the destruction by submarine warfare against the enemy indiscriminately, of many neutral vessels.

After giving a lengthy and detailed answer to the charge that American ships and cargoes were being unduly detained, the communication contains, in its concluding paragraph, the announcement that Great Britain intends to adopt for its own ships, in the event of a general war, the same measures against the German submarine campaign against enemy ships, but does not reveal their nature.

Conceding that foodstuffs intended for the civil population of a country are not contraband, the British government points out that "in any country in which there exists such tremendous organizations for war as now obtain in Germany, there is no clear division between those whom the government is responsible for feeding and those whom it is not."

"It will still be our endeavor," says the final paragraph, "to avoid injury and loss to neutrals, but the announcement by the German government of their intention to sink merchant vessels and their cargoes, without verification of their nationality, character, and safety, and making no provision for the withdrawal of non-combatant crews, or giving them a chance of saving their lives, has made it necessary for his majesty's government to consider what measures they should adopt to protect their interests. It is impossible for one belligerent to depart from rules and precedents, and for the other to remain bound by them." Great Britain Not to Blame.

Regarding the depression in American industries, referred to in the American note, the British government states: "It is unfortunately true that in these days, when trade and finance are cosmopolitan, any war, particularly a war of any magnitude, must result in a serious dislocation of commerce, including that of the nations which take no part in the war. Your excellency will realize that in this tremendous struggle for the world, of which Great Britain is in no way responsible, it is impossible for the trade of any country to escape all injury and loss, and that his majesty's government are not to blame."

Sir Edward then points out that only eight out of 773 ships sailing from the United States for Europe in 1914, were captured, and that only forty-five have been "temporarily detained to enable particular consignments of cargo to be discharged for the purpose of prize court proceedings."

The next paragraph analyzes the statistics of exports from the United States to Germany, and concludes that it is therefore clear that, if cotton be included, the effect of the war has been not to increase but to decrease the trade of the United States with Germany. In fact, any decrease in American exports which is attributed to the war is essentially due to cotton.

"Up till now," continues the note, "the general result of the war is to show convincingly that the naval operations of Great Britain are not the cause of any diminution in the volume of American exports, and that the commerce of the United States is in the unfavorable condition which your excellency describes, the cause ought, in fairness, to be sought elsewhere than in the activities of his majesty's naval forces."

The hope is expressed that the United States will realize that the detention of neutral ships by the Allies has not contributed nearly so much to the shortage of shipping as has the destruction of neutral vessels by submarine mines, indiscriminately laid by the enemy on the high seas, many miles from the coast, in the track of merchant vessels.

"Up till now," continues the note, "twenty-five neutral vessels have been reported as destroyed by mines on the high seas." Discussing the general proposition that a belligerent is entitled to capture contraband goods on their way to the enemy, the British note cites precedents in the opinion of the United States government, held in the "Civil War" and the "Spanish-American War."

The foreign secretary reiterates that the increased size of steamships necessitates search in calm waters, and insists that during the Russo-Japanese war, and also during the second Balkan war, British vessels were made to deviate from their course and follow the cruisers to some spot where the right of visit and search could be more conveniently carried out, and in both cases, "although questioned at first, Great Britain acquiesced."

Realizing that in no war that has yet been waged have neutral individuals not occasionally suffered from unjustified belligerent action, Great Britain suggests that opportunities for adequate

BOMBS DROPPED ON GERMAN BASES ALONG THE COAST OF BELGIUM

London, Feb. 16.—The air wing of the British navy today made another massed attack on the German portion along the Belgian coast, in an effort to destroy or damage the submarine base at Zeebrugge, the guns at Ostend and Middelkerke and the aerodrome at Ghistelles.

According to the official report good results were attained. Forty machines were utilized today, as compared with thirty-four in last week's attack.

BOMBS DROPPED AT STRATEGIC POINTS.

The official statement concerning the air raid says:

"The air operations of the naval wing against the Bruges, Ostend and Zeebrugge districts were continued this afternoon. Forty aeroplanes and seaplanes bombarded Ostend, Middelkerke, Ghistelles and Zeebrugge."

"Bombs were dropped on the heavy batteries situated on the east and west side of Ostend, on gun positions at Middelkerke, on transport wagons on the Ostend-Ghistelles road, on the Mole at Zeebrugge to widen the breach damaged in former attacks, on the locks at Zeebrugge, on barges outside Blankenberge and on trawlers outside Zeebrugge."

"Eight French aeroplanes assisted the naval machines by making vigorous attacks on the Ghistelles aerodrome, thus effectively preventing German aircraft from cutting off our machines. It is reported that good results were obtained."

"Instructions are always issued to confine attacks to points of military importance, and every effort is made by the flying officers to avoid dropping bombs on any residential portions of towns."

A WELL-PLANNED ATTACK.

While the British airmen were dropping their bombs on the gun positions, the supply trains and barges and the trawlers used in mine-laying and mine-sweeping operations, eight French airmen attacked the Ghistelles aerodrome, thus preventing the German airmen from making any attempt to cut off the British machines. The official report makes no mention of the airmen engaged, so it is presumed that they all returned safely. The day was bright and clear, conditions being more favorable than last week for a raid.

Duke of Connaught Gets Word That the Troops Have Crossed

Ottawa, Feb. 16.—At the opening of the commons Sir Robert Borden read the following message received by the Duke of Connaught from the colonial secretary, and dated Feb. 16:

"Your ministers will be glad to know that the whole Canadian contingent are doing well at the front, having safely crossed over to France."

The announcement was heartily applauded.

compensation are offered in the British prize courts details of which proceedings are given.

Conditional Contraband.

Turning to the question of conditional contraband and foodstuffs, the note says:

"No country had maintained more stoutly than Great Britain in modern times the principle that a belligerent should abstain from interference with the foodstuffs intended for the civil population. The circumstances of the present struggle are causing His Majesty's government some anxiety as to whether the existing rules with regard to conditional contraband, framed as they were with the object of protecting, so far as possible, the supplies which were indispensable for the civil population, are effective for the purpose, or suitable to the conditions present. The principle which I have indicated above is one which His Majesty's government have constantly had to uphold against the opposition of continental powers. In the absence of some certainty that the rule when applied by both parties to this conflict, we feel great doubt whether it should be regarded as an established principle of international law."

The Same Today.

Sir Edward then quoted Prince Bismarck's answer to the Kiel Chamber of Commerce in 1891, in connection with the treatment of rice as contraband in the French-Chinese war. The measure in question, Prince Bismarck is quoted as saying, "has for its object the shortening of the war by increasing the difficulties of the enemy, and is a justifiable step in war, if impartially applied against all neutral ships."

"His Majesty's government are disposed to think that the same view is still maintained by the German government. The reason for drawing a distinction between foodstuffs intended for the civil population and those for the armed forces, or enemy government, disappears when the distinction between the civil population and the armed forces itself disappears."

Germany's Aim.

"In any country in which there exists such tremendous organizations for war as now obtain in Germany, there is no clear division between those whom the government is responsible for feeding and those whom it is not. Experience shows that the power to requisition will be used to the fullest extent, however much it may be imported for civil use, it is by the military that they will be consumed, if military exigencies require it."

After giving statistics tending to show that supplies are reaching neutral ports from the United States to an unprecedented extent, and reciting efforts on the part of His Majesty's government, to deal as leniently as possible with neutral interests, Sir Edward points out that Great Britain has recognized "the transfer to a neutral flag of enemy ships belonging to companies which were incorporated in the enemy country, but all of whose shareholders were neutral, even when these vessels should take no further part in trade with the enemy country."

"I have given these indications," concluded Sir Edward, "of the policy which we have followed, because I cannot feel that if the facts were more fully known as to the efforts which we have made to deal as leniently as possible with neutral interests, many of the complaints which have been received by the administration in Washington, and which led to the protest against our policy handed to me on the 28th of December, would never have been made."

"My hope is that when the facts which I have set out above are realized, it will be apparent to the government and people of the United States that His Majesty's government have, hitherto endeavored to exercise their belligerent rights with every possible consideration for the interests of neutrals."

Princeton will force the students to learn to swim 200 yards or lose their diploma.

THE MAN WHO NEVER SLEPT

Striking Cure by Dr. Cassell's Tablets Recalled.

One time Victim of Nerve Failure and Sleeplessness Writes Again

Says He Never Felt Better in His Life

Confirms His Amazing Cure by DR. CASSELL'S TABLETS

A recent letter from Mr. Arthur G. Felton, the man who hardly ever slept, recalls the story of a cure by Dr. Cassell's Tablets, which last year aroused great interest all over Great Britain. Here was no ordinary insomnia, but practically unbroken wakefulness night after night, with no hope of relief, till, in the end, came Dr. Cassell's Tablets, and then the blessed rest of natural and refreshing sleep.

New, writing from 6, Chipstead Villas, Chipstead-road, Coulsdon, Surrey, England, Mr. Felton says:—"I am delighted to tell you I feel very fit—never better in my whole life."

The story as originally given was so extraordinary, the cure so remarkable, that we felt justified in publishing it again that sufferers from sleeplessness and nerve failure in Canada may know how great is the curative power of Dr. Cassell's Tablets. Here is the story:

"Dr. Cassell's Tablets freed me from the terrible affliction of sleeplessness and nerve failure," said Mr. Felton, "when the best treatment could not give me even temporary relief. In 1908, as a result of an accident, an operation had to be performed, after which I suffered from Neurasthenia, and ultimately entire Nerve Failure. I was taken into a special Institution, only to be turned out after months of treatment as hopelessly incurable. I had claimed compensation for my accident, and even the Insurance Company declared that I should never work again. I could just get about with the greatest difficulty, dragging my right foot along the ground, and my right hand hung helpless. Then came sleeplessness. Do what I would, or take what I would, I hardly ever slept night or day. For five years altogether I never could have slept more than a few minutes at a time. For I heard every hour strike every night. Often I wished I could die. Sleeping draughts of opium, and injections of morphia had no effect."

"I was almost hopeless of ever being cured, when I got my first supply of Dr. Cassell's Tablets. They did me good, so I persevered, and the result is that I am now well and strong again, and a regular worker."

Each of these cures is a personal story, the accuracy of which is beyond doubt. They are given freely and gratefully with a view to pointing a way to relief to all who suffer. Try Dr. Cassell's Tablets to-day and know at first hand their remarkable power to renew health and fitness. Take them for Nervous Breakdown, Nerve Failure, Infantile Weakness, Neurasthenia, Sleeplessness, Anaemia, Killney Trouble, Dyspepsia, Stomach Disorder, Wasting, Emaciation, and they are especially valuable for nursing mothers and girls approaching womanhood. All druggists and storekeepers throughout the Dominion sell Dr. Cassell's Tablets at 30 cents. People in outlying districts should keep Dr. Cassell's Tablets by them in case of emergency. A free sample will be sent on receipt of 5 cents for mailing and packing, by the sole agents, Messrs. H. F. Ritchie and Co., Ltd., 14, McCull-street, Toronto, Ont.

whatever—I was always awake. No torture of the imagination could equal mine; but somehow I lived through it. Relief came at last with Dr. Cassell's Tablets, and oh how grateful I was—how blessed the man who could devise such a remedy! Almost from the first dose I improved. I began to get a little sleep, then to sleep right through the night, and that gift of sleep was more to me than all else that life can hold. That was only a



Mr. Arthur G. Felton.



Mr. Hughes.

I got into a wretchedly run-down condition with no sort of strength in me. I was troubled a lot with dyspepsia and biliousness. I used to go quite dizzy, and sometimes a sour fluid would rise in my throat. Headaches were of almost daily occurrence, but the worst of all my troubles was neurasthenia. This used to cause me positive agony, and nothing I could find did any good at all. My nerves seemed to be thoroughly weakened, and altogether I was just as weak and run-down as I well could be. Often I could not do more than three days at a time, and then I would be off for perhaps a week. I can't tell you how weak I felt, and what mad matters were that I never got a proper night's sleep. I was told the trouble was nervous breakdown, but though I had medicine, and also attended an institution, I did not improve in the least.

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WANTED—A second female teacher school first of March. Apply, stating salary, Mill St. West, Suite 22157.

WANTED—A teacher for District No. 3, Ham School to open first stating salary, to W. retary, Londonderry, 2167.

WANT

YOUNG MAN want in dry goods or a teen years' experience and French fluently. Address, P. L. care, R.F.D. No. 3, Wood.

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