

# 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 Manitoba 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.

### JOURNEY 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. Fogs 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 Deo 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 submarines of the ships carrying 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 take steps to restrict the export of 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 without making any provision for the safety 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, 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 grievous 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 outbreak 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 neutral European countries have been seized in prize courts, and that only forty-five have been temporarily detained to enable particular consignments of cargo to be transferred for the purpose of prize court proceedings.

The next paragraph analyzes the statistics of exports from the United States to neutral countries, and concludes, "It is therefore clear that, if cotton be included, the effect of the war has been not to increase but to practically to arrest the decline of American exports, which were in progress earlier in the year, in fact, any decrease in American exports which is attributed to the war is essentially due to cotton."

"Up till now," continues the note, "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 commencement 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 note 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 action of the United States government both 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 finally acquiesced with every possible consideration for the interests of neutrals."

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

## 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 Blankenberghe 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 has 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 law, with regard to conditional contraband, framed as they were with the object of protecting, so far as possible, the supplies which were intended to feed the civil population, are effective for the purpose, or suitable to the conditions present. The principle which I have indicated above is one which should be adopted 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 1864 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 enforced 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 organization for war as now obtains 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, 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."

"I have given these indications," concludes the note, "because I cannot help feeling that if the facts were more fully known as to the efforts which we have made to avoid inflicting any avoidable injury on neutral interests, many of the complaints which have been received by the administration in Washington, and which have been the subject of your excellency's letter 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."

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

## 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 unworkable 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 feel 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 in regular work."

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, Insomnia, Neurasthenia, Sleeplessness, Anæmia, Killney Trouble, Dyspepsia, Stomach Disorder, Wasting, Fatigability, and they are specially valuable for nursing mothers and girls approaching womanhood. All druggists and storekeepers throughout the Dominion sell Dr. Cassell's Tablets at 50 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 for Canada, H. F. Ritchie and Co., Ltd., 10, McCall-street, Toronto, Ont.

## BRITAIN'S GREATEST REMEDY

### Popularity Now World-wide

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, Insomnia, Neurasthenia, Sleeplessness, Anæmia, Killney Trouble, Dyspepsia, Stomach Disorder, Wasting, Fatigability, and they are specially valuable for nursing mothers and girls approaching womanhood. All druggists and storekeepers throughout the Dominion sell Dr. Cassell's Tablets at 50 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 for Canada, H. F. Ritchie and Co., Ltd., 10, McCall-street, Toronto, Ont.

### AGENTS

RELIABLE representation of the fruit trees throughout the present. We wish four good men to represent us in the fruit-trees of New Brunswick and offer a permanent salary to the right man. Toronto, Ont.

THERE is a boom in New Brunswick. Agents now in district. Pay well. Pelham Nursery Co.

### HELP WANTED

LADIES TO DO LIGHT SEWING spare time; good pay; distance, charges pre for full particulars. Sewing Company, Montreal.

### TEACHERS

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

WANTED-A teacher in District No. 3, Hants School to open first of March. Apply, stating salary, to W. retary, Londonderry, 21615

### WANT

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

Full Staff of Teachers The Best Course Individual Attention Student.

Our Best Advertisements Success of our Students can be seen in our Catalogues to



HAWK An advertisement for a bicycle, mentioning 'New York' and 'Hawthorne'.

WILES-At Calhoun 14, to Mr. and Mrs. daughter.

MARRIAGE VIRTUE-GILLIES of the bride's parents February 15, by Rev. A. Mabel, of St. Geo. Miss Marie R. Gillie

DEATH BABINAU-In the after short illness, daughter of Mrs. Pla Shediac.

HILL-At his son's villa, on the 14th, in aged seventy-eight years, besides a large family, died, Edward Hill, 18th year of his age, leaving three sons and three daughters.

REINHART-At his home, after a short illness, aged seventy-four years, died, Mrs. William Armstrong-A. Feb. 16, Wm. Armstrong, 18th year of his age, leaving two daughters and seven sons.

SEELY-At his residence, on the 15th, after a short illness, aged seventy-four years, died, Mrs. Annie, wife of John Seely, formerly of J. (N. B.)

McMASTER-At 16, David McMaster, aged his father, mother one sister.

BRITAIN-In the loved wife of E. E. Felton, Feb. 17, 1914.

IN MEMO In loving memory of loved wife of E. E. Felton, Feb. 17, 1914.

SUPREME In the chancery morning, Mr. Justice the case of Bridget Linn A. Cress, J. H. judgment in default defence. The suit of title to lands at court ordered that granted, and that an ed against the defendant from interfering right to the land in question will be assessed when evidence will be Several cases, including attorney-general vs. tber Company were st next sitting.