

"Poor — was killed here—machine-gun. We found — in a shell hole four days afterwards. Old Kettle was hit in the hand himself. You wouldn't catch him in the regimental headquarters where he ought to have been. He was up in the front line with the men. They liked it. You could hear them talk.

"In the night we were badly peppered by the Germans in front of us until one of our own aeroplanes came along. The men burnt little red lights in the trench from one end to the other, giving the position. The aeroplane must have reported quickly, for almost at once our batteries began attending to the Huns. By morning we had the trench complete.

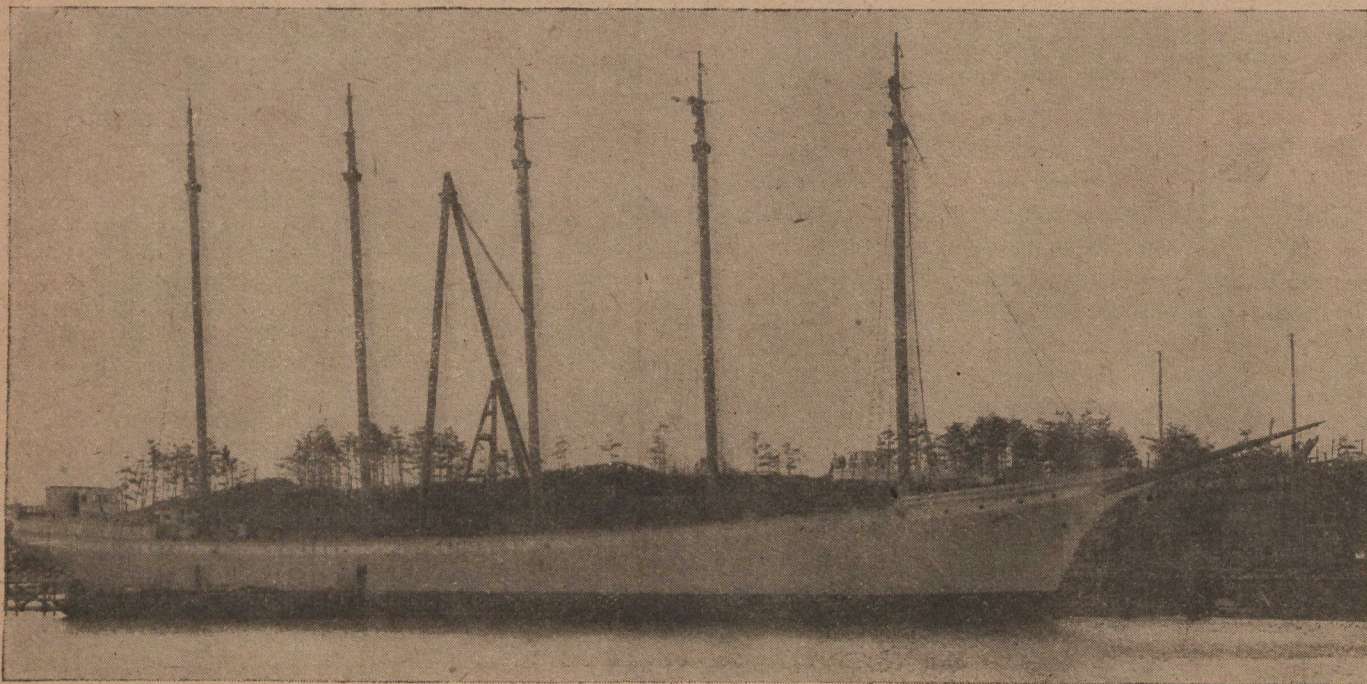
"Early in the morning, about daylight, my sergeant, an old regular—he had been in South Africa—

strolled down the main road about a hundred and fifty yards to see if he had a clear field of fire for his machine-guns and ran into a German strong-point. The first thing he knew he had three Huns at him with rifles. He was hit in the left arm and dived into the nearest dug-out. By great good luck it was empty. He managed to get his tunic off, and bandaged up his wound with his field-dressing. He left his tunic rolled up on the table, for the Germans at the entrance to fire at. He was trapped. He looked round for some way of escape; and it seemed to him that one wall of the dug-out was thinner than the other. He went at it with his one good hand, and managed to tear a hole through it into the next dug-out. His luck still held; that, too, was empty. It did not take him long to crawl

through the hole he had made, and get up the steps to the opening of the dug-out. He found the Germans still firing into the den he had left. He had his revolver of course. He got one Hun in the head, and another in the back. The third man started to run. In his excitement old — dropped his revolver, grabbed his own tin hat off his head and buzzed it at the Hun. It caught him with the edge fair in the neck and laid him out. Then he came back to us minus his coat and helmet with the information that there was a German strong-point a hundred and fifty yards down the road. He got the D.C.M. for it."

That is the tale of red Courclette as a typical Canadian officer boy saw it, as he worked with his battalion.

## COURIER SHIP-BUILDING POLICY ENDORSED



VICTORIA, B.C., COMES ALONG WITH A NEW KIND OF CRAFT.

A sample of the kind of wooden schooners—the Margaret Henry—now being built in Victoria, B.C., to help carry Canada's food to where much of it will do most good in the world's work. These schooners are equipped with auxiliary oil engines.



ILLINOISIANS IN WINNIPEG TO INCREASE CANADIAN FOOD PRODUCTION.

Students from the Illinois University Agricultural College are now in Winnipeg—here a few of the 800 first draft—to help put in and take off Canada's 1917 western crop. They are responding to Canada's call through the Government for increased food production. What of the call for more ships to help the great Canadian railways carry the food?

**D**URING the past six months the Canadian Courier has published several illustrated articles on shipbuilding in Canada on both the Atlantic and the Pacific. Here is a list of the articles:

Building Ships in B.C. By A. C. Thompson. Oct. 21, 1916.

Ships that Came and Went. By B. B. Cooke. Dec. 16, 1916.

Ships and Trade Grabbing. By B. B. Cooke. Jan. 13, 1917.

Our Great Halifax Harbour. By V. Hayward. Jan. 27, 1917.

Our Eastern Sea-Gate. By A. Mac-Mechan. Mar. 3, 1917.

Offsetting the Submarines. By the Editor. Mar. 10, 1917.

Lights Along the Atlantic. By Nauticus. Mar. 17, 1917.

Offsetting the Submarines was intended to show what Canada could do as her small but ever-increasing bit in the work of helping England to build new ships faster than the subs could sink them. Before that time the subject of Canadian shipbuilding was quietly taboo in most of our big newspapers. It was news to Courier readers that a great shipbuilding industry had sprang up on the Pacific and that down East the Maritimers were clamouring for a Canadian policy of Canadian ships to be operated by Canadian crews carrying Canadian produce on the high seas.

Now the large newspapers realize the importance of the thing. The submarine peril has sent it home. The prompt action of Uncle Sam with his prospective Armada of wooden ships carrying food to the Allies has sent it home again. Tuesday last week the Toronto Telegram contained an article on

### MORE SHIPS.

We quote as follows:

"Canada should begin work on a great national policy of ship construction. Ship production, wooden ships to start with, and steel ships to follow, is the duty required of Canada in the great work of defeating German submarines on the sea. Canada's answer to the submarine peril should rise in a chorus of sound from every old shipyard and scores of new shipyards on the Pacific, on the Atlantic, on the great lakes, and from the works where the new ships can be supplied with engines. Canada's policy of increased crop production must keep step with Canada's policy of increased ship production.

"Canada should not leave the deliverance of Britain from the submarine peril to be worked out entirely by the British Navy, with the help of the United States shipyards."