CANADA SHOULD BE PROUD OF HER SOLDIERS

Dominion Should Think As Much of Her Many Wounded As She Does of Her Fallen Heroes.

Canada should be as proud of her wounded soldiers' victory over their wounds as she is of the glorious fights in which they fell. "Their struggle up from the depths of disablement is often as hard, and even as heroic, as their desperate defence of Ypres or their dashing capture of the Vimy Ridge.

We hear little, altogether too little, of these hard-won victories won by disabled men, because they are fought out in the seclusion of a hospital, not in the theatre of war with the whole world looking on. But such victories equally deserve public recognition. They show the same spirit, the same pluck, and still more indomitable perseverance.

A preacher on Easter morning was thanked for the inspiring sermon he had just preached on the resurrection. He said: "I had my text sitting in front of me—a man in khaki, with an empty sleeve. He has had two resurrections already. He was buried by a shell explosion, and was dug out only just in time to save his life. That was the first. He spent months in hospital, fighting his way back to health. That was the second.

"Doctoring and nursing of course did much for him; so did the exercises and occupations that they provide nowadays, perhaps the best part of the treatment. But the man himself was working out his own resurrection, by resolutely putting his own will-power into the task. Now he is almost ready to go out into the world, a better and abler man, he says, than he was before, in spite of his lost arm.

"While the rest of us are thinking of a resurrection beyond the grave, he has won a resurrection this side of it, to a new life of activity and independence among his fellow-countrymen."

Authentic cases resembling that are not rare in the records of the Military Hospitals Commission. Here are a few that have just been communicated to us:—

A mechanic who enlisted in the Princess Patricia's Regiment was wounded, returned to Canada, spent three months in a convalescent hospital, and now earns double his former pay, having taken full advantage of the mechanical drawing and arithmetic classes carried on there. Writing to the hospital instructor, he says:—

"When I enlisted, I was earning about $3 a day at my trade. At present, and since my discharge from military service, I am, technically, a better man all around; I am able now to hold a job as foreman in a machine shop, with more than twice the salary I was getting before. This benefit to me is greatly due to your practical information, and my only regret is that I was unable, after my discharge, to continue instruction with you as you had advised."

Another letter received is from an ex-private in the 13th Battalion. Before enlistment, he was getting $12 a week as driver on a city milk round. "I always had a liking for drawing," he says, "and felt that if ever I had the chance I would take up a course in mechanical drawing." This opportunity came to him at one of the Commission's convalescent hospitals. After six weeks' application to the work there, he was able to secure an appointment with a salary beginning at $75 a month, with good prospects of advancement.

A locomotive fireman enlisted, was severely wounded, and had to have his left arm amputated. Under the Commission's scheme of re-education, which he offered to all men incapacitated for their former work by service, he received special training in telegraphy and railway routine. As a result, he secured an appointment as station agent and despatcher, at $110 a month.

Still another patient, formerly a mechanic, passed the Civil Service qualifying examination after instruction in hospital, and has got a Customs House position at $900 a year, rising to $1,500.

A man who had been a guide and trapper, and had never handled tools, returned from the front with one eye destroyed by a wound and the sight of the other eye, impaired. In spite of all these old and new disabilities, by putting his mind to it he became a first-class carpenter after three months in the hospital workshop.

Equally remarkable is the case of a Polish laborer. He came to Canada six years ago, and worked in a coal mine till he enlisted. At the front, he was both gassed and buried. Though he knew absolutely nothing about carpentry to begin with, after two months of instruction in hospital he was able to hold his own with any ordinary carpenter.

Not every man, of course, can "double his pay." But one of the most cheering facts proved by experience is that the disabled men, including the very seriously wounded, can be equipped once more with power to earn a good living.

And often, as Lord Shaughnessy said the other day, the occupations and training provided by the Military Hospitals system "reveal astonishing talents about even the man himself did not know he possessed."

No Meeting of Council.

No meeting of the common council was held yesterday as when three o'clock arrived only three of the members were present and four are necessary for a quorum.

ALLIES MUST HAVE MANY NEW SHIPS

Agreement Reached at Washington and Attempt Will Be Made to Overcome Serious U-Boat Menace.

Washington, May 1.—The shipping conferences have resulted in an agreement. The present tonnage and the future building powers of this country will be pooled with the Allies to defeat the German submarine menace.

Lord Percy stated that the British mission had supplied the American government with every detail of the shipping problem, including the total allied tonnage, the total destruction by the U-boats, the irreducible needs of the Allies; the present rate of construction abroad, and the standardizing of building plans. The American shipping board, he said had shown the heartiest co-operation, with the fullest understanding of the urgency of the situation.

Most Important Issue.

"The shipping issue," said Lord Percy, "dominates everything else, and is very grave indeed. Both the present British construction and the estimated American construction cannot keep pace with the present rate of destruction. Both must be speeded up very appreciably if the seas are to be kept open. The war has resolved itself into a race between the efficiency of the British and American shipyards and the German submarine.

"The balancing factor in the world struggle is the tonnage the United States can supply. Only in case this is large can the present military service and food supply be continued. This is the most clearly serious problem, which cannot be exaggerated.

"The United States," Lord Percy went on, "is one of the few countries that is absolutely self-sufficient in shipbuilding. You have here the men, the material, the inventiveness. France, Italy and Japan also are building somewhat, but unlike this country must use ships to build ships through the need of importing raw materials.

"The shipping problem is not only a matter of tonnage but equally a matter of how fast that tonnage is used. Every method possible is being used to save shipping for the vital purposes and keep it away from non-essentials.

On Important Mission.

"For months we have been cutting down the need for ships until practically every vessel is now on an important mission. The British Empire would be quite comfortable alone, if it were not necessary to consider the needs of its Allies and the neutrals.

"For instance, there are ten million tons of exportable wheat in the Empire which could easily supply England's need of six million tons, unless we were not under the rigid obligation to supply our Allies. France alone has been allotted fifteen per cent. of our total tonnage for direct military service, including two hundred vessels carrying oats, wheat and steel from the United States alone."

Lord Percy gave figures to show that at the end of March twenty-two per cent. of England's tonnage was in direct naval and military service, 24 per cent. under requisition for government supplies, 22 per cent. reserved through the big lines for quasi-government work, and only 22 per cent. subjected to the general needs of industry.

Allies Get Hun Boats.

Washington, May 1.—The Hamburg-American liners Pola and Clara Menig, at New York, have been turned over by the American government for use of the Entente Allies. One ship will go to France and the other to Italy.

PROMINENT TELEGRAPHER KILLED IN HIS AUTO

George W. Conkling, Formerly of Canadian Press, Meets Death in New Jersey

Ridgefield Park, N. J., May 1.—Geo. W. Conkling, widely known throughout the United States and Canada as an expert newspaper and broker telegrapher, was instantly killed in an automobile accident early today. Mr. Conkling, who was formerly attached to the New York office of the Canadian Press, Ltd., was at the time of his death, employed by a broker firm in Wall street. He was the owner of a garage, and was riding in his own car when the machine skidded and turned turtle. His son, Dewitt, and an employe, who were in the car, were seriously injured.

WAR EMERGENCY BILL PASSES LOWER HOUSE.

Washington, May 1.—The war emergency deficiency bill, carrying $3,827,653,453 for the military and naval establishments and other services, was passed by the house late today after five hours debate.

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