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Mr. Churchill and the Dardanelles Campaign

Mr. Churchill, quantum mutatus ab illo of the first volume of *The World Crisis*, in which he was brilliant and generous, is in this second volume querulous and mean. The first volume was the main a triumphant exposition of how and why the Navy was ready and at its stations when war came. This volume is in the main a poor attempt to defend the indefensible. "So through a Churchill's excess of imagination, a layman's ignorance of artillery and the fatal power of a young enthusiasm to convince older and slower brains, the tragedy of Gallipoli was born," writes the Australian official historian, and in the first part of this book Mr. Churchill sets out to prove that this judgment is crude, inaccurate, incomplete and prejudiced. He succeeds in showing us that the judgment of the Australian is not unfair. True, he produces ample evidence to show that he had the support of naval opinion for an attempt by the Fleet alone to force the passage of the Dardanelles. True, he shows that no less an authority than Sir A. Wilson believed that the fifteen-inch guns of Queen Elizabeth would have overwhelming effect upon the forts in the Straits. But he makes it as clear as daylight that the sailors agreed to the attempt as an experiment which might succeed and could be stopped if unexpected obstacles were encountered. Every soldier and sailor worth his keep knows that the unexpected in the rule in war and is prepared for it; none would make a plan on the supposition that it could or should be carried through without modification in agreement with the action of the enemy. Contrary to anticipation the chief obstacles to the progress of the fleet proved to be not the forts, but the mines and the mobile gun emplacements concealed from the observation of our ships on the broken shores of the Dardanelles. To-day no one would build forts to close that narrow channel. Yet to-day Mr. Churchill writes: "The defences with which our Fleet was confronted after the fall of the outer forts, and on the morning of March 18th consisted of four factories—forts, mobile howitzers, mine-field batteries and minefields—all well combined but all mutually dependent." On the ground that on March 18th, when the naval attack failed with heavy loss, the supply of ammunition in the forts had run low, he accuses Admiral de Robeck of moral cowardice in not persevering in the attack. The fact is that Mr. Churchill was blinded by the brilliant prospect which the successful forcing of the Straits opened up. Consciously or uncon-

sciously he stressed every argument in favour of the plan, minimized or concealed every difficulty. "The layman's ignorance of artillery" was fatal because the layman would not prophesy smooth things. In the letter in which he parted company from Mr. Churchill, Lord Fisher wrote: "You are bent on forcing the Dardanelles and nothing will turn you from it—nothing." The old sailor was right. He left the Admiralty, and in so doing was the prime cause of the fall of Mr. Asquith's Government, a fact which Mr. Churchill conceals, one may charitably assume, from ignorance. But it is in his dealing with the soldiers that Mr. Churchill is at his worst. He attacks all the generals, British and Allied, save only Hamilton, with impartiality and with a subtlety of truth, a misstatement of fact which defy complete answer within the limits of a review. "Good, plain, straightforward front attacks by valiant flesh and blood against wire and machine guns killing Germans while Germans killed Allies twice as often, calling out the men of forty, of fifty, and even of fifty-five and the youths of eighteen, sending the wounded soldiers back three or four times over the shambles—such were the sole manifestations now reserved for the military art. And when at the end, three years later, the things of uniformed functionaries, who in the seclusion presided over this awful process, presented victory to their exhausted nations, it proved only less ruinous to the victor than to the vanquished." The beastliness of this attack is nauseating, but Mr. Churchill knows well that the number of mourning wives and parents, the number of crippled men, is great, the number of the soldiers whom he attacks is few. He has worn the King's uniform, he has been Secretary of State for War, but he has the political sense of the value of an appeal to the many against the few, and so he dips his hands in the dirt to sink this filthy. What were the attacks on the narrow peninsula of Gallipoli but frontal attacks? There, as the published figures show, the wastage of human material was proportionately far greater than in any other theatre of war. This man who accuses the generals of a horrible callousness would, he tells us, after eight years of mature consideration, have flung untrapped troops into the most difficult operation of war which soldiers can be called upon to perform. He sees, as we all see now, that the attack on the Dardanelles, if it were undertaken at all, should have been a combined effort by Army and Navy, while with sublime inconsistency he accuses the admirals for not persevering with the Fleet alone. Kitchener said he had no troops at the

beginning of 1915 for a military attack. "All right," answered Churchill, "I will do it with the Navy alone." Now he says that Kitchener had the troops and should have used them. He says that at the end of November, 1914, there were two Australian divisions in Egypt. The first Australian soldier killed in Egypt was on December 3rd and not one had then, or until some time later, ever manoeuvred in a division. He gives a list of troops numbering an army of 150,000 men whom he says were ready in January to be moved to the Dardanelles. Not 10,000 of them were so ready. Mr. Churchill would have us believe that to this day he is unaware of the difference between a number of men brought together to make a division and a division ready for battle. He accuses Sir John Cowans (he has no scruples about attacking the dead) of ruining the plan by sending out the 28th Division in transports not packed in readiness for the landing. He is, then, still ignorant of the rudiments of the methods of making a landing in the presence of an enemy. First the landing place has to be chosen and reconnoitred, then the plan has to be prepared in complete detail, then the ships have to be packed so that each article is in order from top to bottom as required by the plan. The 28th Division began to sail from England on March 16th. Sir Ian Hamilton, who had to make the plan, did not arrive off the Dardanelles until March 17th, and until March 23rd Mr. Churchill still believed that we could force the Dardanelles with the Navy alone.

Old Time Travelers Seemingly Content With Few Comforts

Hamburg, Nov. 24.—Seventy-five years ago the Hamburg-American Line established its first ship, the Deutschland, in the service between Hamburg and New York. This was a sailing vessel of 771 tons, and was regarded as a monster craft in those days. This liner was so successful that two others, the Elbe and the Rhein, soon were put into service. Steamships were operating then, but because of the clumsy and space-consuming nature of the machinery and the heavy costs of fuel, they were not regarded as a good commercial proposition. Adolph Geffroy, director of the German steamship company, at a meeting of the directors in 1918, told with great pride of the high character of the accommodations which its three ships were affording trans-Atlantic travelers who passed 42 days on the trip from Hamburg to New York and 30 days on the eastward trip. On one occasion the return trip was made in 23 days, a monumental achievement. The Deutschland had 20 cabin seats and 200 seats on the lower deck. And what was especially notable, a bed was placed at the disposal of each passenger, with sufficient linen for the trip. "The Deutschland had a 'kiosk book' which was handed to passengers at the end of every voyage so they could register their grievances. In the ladies' compartment there were some engravings, a gold-framed looking-glass, gorgeous pieces of furniture and a substantial carpet which formed a 'fine background for the crinolines of the female passengers,' in the opinion of the well-satisfied director. The men's compartment also was very elaborately furnished and harmonized well with the colored vests and the high collars of the male cabin passengers. It was lighted by a 'smug' petroleum lamp attached to the mast which passed through the room. The ship also had a small library. 'Friendly' officers and seamen with 'attentive and sociable behavior' had been chosen for the service so as to make the trip of the passengers as pleasant as possible.

Playing at the NICKEL To-day

Dolly Moore and Jimmie Clayton
in all new programme of classy dances.
A TREMENDOUS SOCIAL DRAMA
"TRIFLING WOMEN"
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REX INGRAM'S PICTURE BEAUTIFUL.
Wonderful Caste: Barbara La Marr, Ramon Novarro, Lewis Stone, Edward Connolly.
COMING—Sir Hall Caine's mammoth production "THE CHRISTIAN."
SOON—"BRASS," "RAGS TO RICHES" and "SOULS FOR SALE," all big super-special attractions.

BLACK ORCHIDS
It pleased the Marquis of Ferroni to show the wreath of Black Orchids to the woman who had placed them upon his sepulchre.

The REX INGRAM PRODUCTION
TRIFLING WOMEN
Written, adapted and directed by REX INGRAM



We Enlarge Snapshots

Haven't you dozens of Snaps you've taken of which you've said, "I'd like to get an enlargement of that?" Well why not do it? TOOTON has the best enlarging methods in town to-day and will give you perfect results from your negatives at the most reasonable prices. Send your enlarging to TOOTON The Kodak Man.

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The Things in life are That Count health and happiness. Health first, the others follow. Good digestion is most important.

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OFTEN BRING FORTH RIDICULOUS IDEAS.

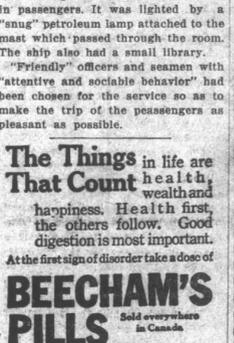
WASHINGTON, (A. P.)—"Harness full of bugs, for a bachelor horse," was the true literal translation for a single-horse buggy harness which a Spanish translator used in an American exporter's advertisement according to the Department of Commerce. The department used that as an illustration of how faulty and incorrect translations of circulars and advertisements not only fail to convey the meaning intended, but frequently make a company ridiculous in the eyes of prospective purchasers. Other translators, have been as ridiculous, the department says. Vacuum cleaners have been made "cleansers of emptiness"; monkey-wrenches, "wrenches for monkeys," and iron-washers, "machines to clean iron."

England Pays More for Food

LONDON—Wholesale prices on food in England made noticeable advances in September, as compared with August. Cereals advanced 3.3 per cent, meat and fish 5.2 per cent, and other foods 2.7 per cent.

MOTHER!

Child's Best Laxative is "California Fig Syrup"



Hurry Mother! Even a bilious, constipated, feverish child loves the pleasant taste of "California Fig Syrup" and it never fails to open the bowels. A teaspoonful to-day may prevent a sick child to-morrow.

Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.

Just Folks.
By EDGAR A. GUEST

ACHIEVEMENT.
Buckle in, buckle in, buckle in to the task!
For the commonplace duties and easy don't ask.
Be glad it's your fortune to carry a load.
To turn from the highway and blaze a new road.
Be glad life has asked you great courage to bring.
To some difficult thing!

What man has done there are many to do.
But the feat unaccomplished remains for the few.
The problem unsolved and the mountain unscathed
Will yet be achieved spite of all who have failed,
And he will be great who'll tenaciously cling
To some difficult thing.

Don't envy the idler who dances life through.
Be glad life has called you some service to do.
Bajoues in your burden, hold fast through the doubt.
Pride will be yours when the problem's worked out.
Tread the long road of achievement and cling
To some difficult thing.

RUBBERS For Everybody

PARKER'S Shoe Shops

This is Rubber Season
again, and every shoe and foot should be protected with a pair of our Good Rubbers. All styles and prices.

RUBBERS for every new model and shape.

School Rubbers that save Shoes and cut down doctors' bills. Some rubbers are good. Ours are the best.

Special

LADIES' TAN RUBBERS—Medium heel and pointed toe. All sizes. Only \$1.10
Same style in low heels. \$1.10
Special Price

LADIES' BLACK STORM RUBBERS—Medium heels and toes; superior quality. All sizes. \$1.10
Same style with high and low heels. Only

LADIES' BLACK LOW CUT RUBBERS—Shaped to fit the foot. Medium heel and pointed toe. \$1.15

LADIES' BLACK LOW CUT RUBBERS—With low heel and pointed toe. Only \$1.15

LADIES' BLACK LOW CUT RUBBERS—Medium heels and pointed toes. Only \$1.05
Same style with low heels. All sizes. Only \$1.05

LADIES' LONG RUBBERS—Extra good quality. All sizes. \$3.60
The Pair only

BOYS' HEAVY DULL RUBBERS—With red sole. Sizes 11 to 2. \$1.70

BOYS' HEAVY DULL RUBBERS—Sizes 3 to 6. Only \$1.95

LADIES' HIP RUBBERS—All sizes. \$4.75

MEN'S STORM RUBBERS—Good wide shape. Sizes 6 to 10. \$1.45

MEN'S LOW CUT RUBBERS—Medium pointed toe. \$1.50

MEN'S STORM RUBBERS—Stylish pointed toe. All sizes. \$1.50
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MEN'S STORM RUBBERS—Extra good quality. All sizes. \$1.65

MEN'S ROLLED EDGE RUBBERS—The Rubber for real wear. \$1.60
Will fit any boot. Only

MEN'S ROLLED EDGE RUBBERS—The famous "Winner" Brand; extra good quality. All sizes. \$1.85

MEN'S DARK TAN RUBBERS—Pointed toes. Only \$1.90

MEN'S DARK TAN RUBBERS—Wide toes. All sizes. \$1.90

MEN'S HEAVY DULL RUBBERS—With red sole and heel. The Rubber for hard wear. The Pair \$2.30

CHILD'S BLACK STORM RUBBERS—Sizes 6 to 10. Price 80c

CHILD'S LOW CUT RUBBERS—All sizes. Only 80c

CHILD'S BLACK STORM RUBBERS—Rolled edge. The real thing for school wear 85c

MISSIE'S STORM RUBBERS—Good quality. Sizes 11 to 2. 96c
Only

MISSIE'S BLACK RUBBERS—Rolled edge. Sizes 11 to 2. Only 98c

MISSIE'S LOW CUT RUBBERS—Rolled edge. Sizes 11 to 2 only.

CHILD'S TAN STORM RUBBERS—Extra good quality 89c

CHILD'S TAN LOW CUT RUBBERS—The Pair 85c

MISSIE'S TAN STORM RUBBERS—Sizes 11 to 2. The Pair \$1.00

BOYS' STORM RUBBERS—Rolled edge. Sizes 11 to 2. Only \$1.05

BOYS' STORM RUBBERS—Rolled edge. Sizes 3 to 6. Only \$1.27

BOYS' LONG RUBBERS—\$2.95
Sizes 11 to 2

BOYS' LONG RUBBERS—\$3.90
Sizes 3 to 6

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