

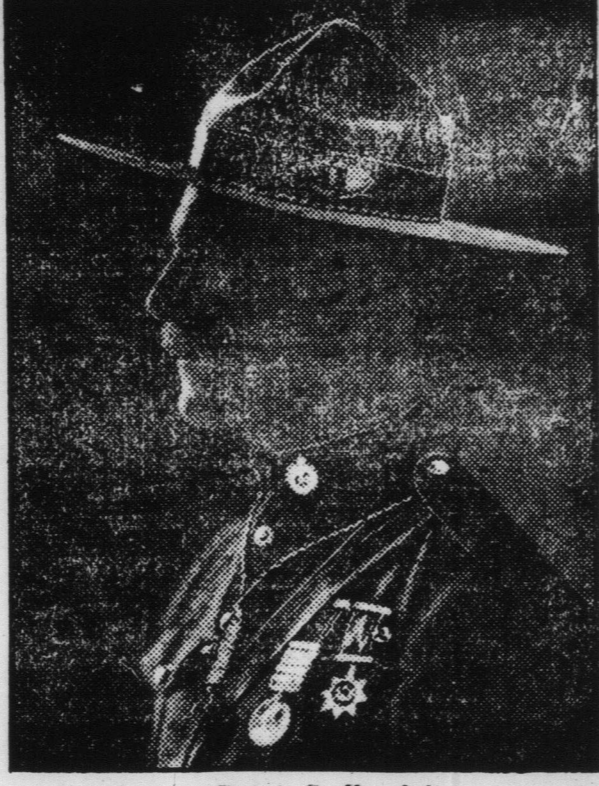
Three Canadian War Authors



Arthur Hunt Chute.

Among the many recent books of war experiences, "The Real Front," by Arthur Hunt Chute, has particular interest for Canadians, as the author, although an American citizen, went overseas with the first Canadian Expeditionary Force and for two years was in the Ypres Salient. "If where an Englishman," he says, "is buried in a foreign soil is called 'a little bit of England,' then we may call the Ypres salient a mighty bit of Canada. If anyone were to inquire what is the most important city of Canada, we might answer unhesitatingly, 'The city of Ypres.' The hosts of our young men who have fallen in battle around that city have hallowed the name for all Canadian hearts, and rendered the place ours in the deepest sense."

Mr. Chute suggests in a wonderful way the atmosphere of the actual fighting line and the psychology of the men while under fire, their nervous strain reaching at times to physical agony and yet their unconquerable determination to "carry on." "The Real Front" is published by Harper & Brothers, of New York.



Ralph S. Kendall.

No body of men has been associated with more romantic interest than the Royal North-West Mounted Police—whose work in maintaining law and order in the prairie provinces of Canada during the period of settlement and in the more remote North has inspired many an author to write a stirring story. For the most part, however, these stories have too much fiction and too little fact, with the result that the "Riders of the Plains," as they have been called, are rather shy of the professional writer. "Benton of the Royal Mounted," a new novel published by S. B. Gundy, of Toronto, has this advantage, that the author, Sergeant Ralph S. Kendall, has himself been for many years a member of the Force, of which he is still Sergeant-in-Charge at Calgary. This is a real man's book, in which the men talk the language that men do talk out West. One feels also that the many stirring incidents that occur have their basis in fact. "Benton of the Royal Mounted" is a book that should find a place on the shelves of all who are interested in the development of Canadian literature.

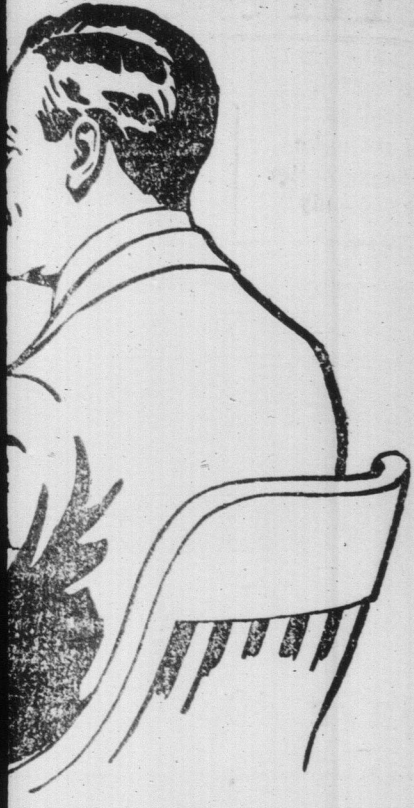


F. A. McKenzie.

Mr. F. A. McKenzie, the War Correspondent, who has come to Canada straight from the fighting front to deliver a series of lectures on the recent battles in France, is a Canadian by birth, although he has lived most of his life in Great Britain and other parts of the British Empire.

Mr. McKenzie's main lecture is "Through the Hindenburg Lines," in which he tells a first hand story of Canada's fighting men and their great victories. His second lecture, "Britain Hits Back," deals with the effort and sacrifice of the English people, and gives an intimate and first hand account of how England has fought her way through to victory. Three Governments have placed their moving pictures and photographs at Mr. McKenzie's disposal for these lectures.

Mr. McKenzie is the War Correspondent of a group of prominent Canadian daily newspapers. He saw much of war before this campaign. He has a straightforward story to tell the Canadian people of what their sons have done. Mr. McKenzie's book on the war, "Canada's Day of Glory," has just been published by William Briggs of Toronto. His one claim for it is that it tells what he has seen and is a faithful first hand picture of war as it is.



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NEW C.P.O.S. LINERS



THE part played by the Canadian Pacific Ocean Services in the great European war will make a big chapter in Canadian history. Undoubtedly the sea supremacy of Great Britain was one of the most potent factors in the winning of the victory which was obtained, and the ships of the C. P. O. S. took a big part in making Great Britain supreme at sea. There are few branches of sea service in which they did not take a part. Mounted with guns some of them were where there was fighting to be done.

Over 4,000,000 tons of cargo and munitions of war have been carried in addition to many thousand horses and mules.

The C. P. O. S. have carried from the outbreak of hostilities to October 31st, 1918, 1,041,000 troops and passengers all over the world, embracing ports in China and Japan, Singapore, Bombay, Mesopotamia, Suez, Gallipoli, ports in the Mediterranean (Crete, Dares-Salaam, Delagoa Bay, Durban, and Mauritius), in addition to the west coast of North and South America, and the United States and Canadian ports. The total loss of troops carried caused by enemy action and irrespective of disease has been eight in number. On one consecutive continuous voyage one of the company's vessels steamed 28,441 miles.

Over 300 officers and engineers were found out of the company's service for the Royal Navy. Lieut. R. N. Stuart, one of these, has won the D.S.O. and the V.C., while many others have received decorations and been mentioned in despatches.

The Misanabie, a C. P. O. S. steamer, was the first big vessel to sail on her maiden voyage from Great Britain to Canada after the outbreak of the war in 1914, a sister ship, the Metzgera, sailed on her maiden voyage from Liverpool, March 28th, 1915. These two splendid ships have been followed by two larger ships, the Melita, which sailed from Liverpool Jan. 30th, 1918, and her sister ship, the Minnedosa, on her maiden voyage from Liverpool Dec. 5th, 1918 to St. John—The first steamer to sail since hostilities ended. The Minnedosa is a splendid acquisition to the already large fleet of C. P. O. S. vessels. She has a gross tonnage of 14,000, length 546 feet, width 67 feet, depth 45 feet and a total cargo capacity of 488,000 cubic feet.

There is accommodation for approximately 500 cabin and 1450 third class passengers. The Gymnasium on "A" Deck (or Boat Deck) is fitted with the latest mechanical devices for exercise and amusement. On "B" Deck (or Upper Promenade Deck) are located the Cabin Smoking Room, Cabin Drawing Room and Cabin Lounge.

The Entrance Hall from the extensive Promenade Deck with its paneling, mirrors and staircase is an attractive approach to the Dining Saloon.

The Spacious Lounge with its charming old English fireplace and large windows is fitted with applique paneling. It is most comfortably furnished and hung with beautiful old English paintings of the 18th century and some rare old red lacquer mirrors.

The Drawing Room, paneled with the most beautiful Australian Black Bean Wood in the Queen Anne style, has an air of coziness not often found on board ship. The beautiful colored prints which adorn this room are from the famous panels painted in 1780 by Fragonard for Madame du Barry and purchased by the late Pierpont Morgan. A writing recess is also to be found in this room.

On Deck "C" (or Lower Promenade Deck) is to be found the Bureau and Ticket Office. A special feature is the spacious square and gallery round the well over the Dining Saloon. A good number of well appointed, airy and commodious staterooms are provided amidships for cabin passengers containing three and four berths. At the forward end an entrance for third class passengers is provided.

On "D" Deck is situated the Dining Room, which extends the whole breadth of the ship and has seating accommodation for 300 persons, placed at small and large tables. It is tastefully decorated in the Georgian style, a special feature being the open staircase. There is accommodation for 60 cabin passengers on this deck in four berth staterooms.

At the extreme after end of "D" Deck, the Third Class Smoking and also Third Class Ladies' Room is to be found, whilst at the forward end there is a Third Class Dining Saloon, with seating capacity for 140 persons, another Smoking Room and also a General Room. The Main Third Class Dining Saloon, seating over 400, is also on this deck.

On the starboard side of Deck "E" are a number of Cabin Staterooms containing two and four berths, whilst another Third Class Dining Saloon, with a seating capacity for 120 persons, is situated in the after end of the ship.

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