

WOODEN SHIPS DECEIVED FOE

British Suicide Squadron of
Old Ships Never Mounted
a Gun

GREAT JEST OF WAR

Fake Fleet Patrolled North
Sea and Kept German
Ships Bottled Up

An amazing story is printed by the New York Times regarding the use of a dummy fleet by Great Britain in the early days of the war to fool Germany and block her naval activities.

The story of this colossal war "hoax" of which the German naval authorities were the victims, is told by a British officer who declares he was in command of one of the dummy ships. He tells how some of Canada's old time passenger liners, Canadian ships which for years plied between the ports of the Dominion and the Old Country, camouflaged to represent modern dreadnoughts, for months held the Kaiser's sea force in harbor, afraid to make a move.

The Times in an editorial note preceding the story, says: "The officer of the Royal Naval Reserve from whom this information was secured and whose name for obvious reasons cannot be used, has made affidavit (now in our possession) that this story is correct in every detail. In addition the British Admiralty has consented to the publication of the story of the dummy fleet."

The story in part is as follows: From a White Star liner to the flagship of a British "Suicide Squadron" the grey armada which never mounted a single gun nor fired a shot, yet patrolled the North Sea, keeping the German navy huddled behind its mine-fields, and played an important role in the battle of Doggerbank—was my experience in doing my bit for the Allies.

No such colossal war jest has been played upon an enemy since the days of the Trojan horse. The cunning humor of the German navy with its mysterious maneuvers of its mighty squadron some of them made of barn lumber until German kettles were completely baffled at the unexpected number of its enemies.

Wooden warships without a single weapon of war on board helped Britannia rule the waves during the first fifteen months of the war, and lorded it over the cowering Germans, who never suspected that they were being fooled by a move.

To so successfully hoodwink Ger-

man efficiency surely vindicates British humor of all charges ever brought against it. And the Germans never caught on to the joke even when one of their submarines sunk a dummy at the Dardanelles, where it was serving as a mailship for the Allied fleet.

Germans Rejoiced
The Germans announced and rejoiced that "a British battleship of the—class was sunk by one of our submarines," although the huge guns and turrets of the dreadnought loomed for days about the entrance to Stamboul. It is no matter for wonder then, that British seamen have so little respect for German official intelligence.

When tales of a mysterious "Special Service Squadron" of the British navy were whispered among the seamen of my port, keen interest took possession of all of us, and many and varied were the conjectures we ventured as to its structure and purposes. At that time the fascination of these unknown units of our Grand Fleet was my only thought in regard to them, and I never dreamed that I was soon to serve on the flagship of the squadron.

The "Special Service Squadron" made an appalling show of fighting strength as it lay at anchor within the little landlocked harbor which was its base. The ships seemed in trim for any daring venture and I wondered if the tale that they were dummies was not a farce for the consumption of spies. Never have I seen warships with appearance more genuine. Huge grey funnels they were, with double turrets fore and aft, from which great guns protruded; wicker masts with crow's nests and gaunt naval bridges towered above the decks, stripped of action and the anti-aircraft guns and range-finders pointed in every direction. All of them had steam up as if ready to dash to sea and engage a prowling enemy at any moment.

But on board the joke was evident at a glance. Nothing in sight proved the real thing. The fighting turrets were little wooden barns with bar ratters inside. The great guns were lost graduated from a sawmill, tapered and bored in exact imitation of naval cannon. Not a single real gun aboard. We could not have sunk a rowboat. The deck was covered with tightly stretched canvas painted grey to represent the smooth steel deck of a man-of-war, so that even reconnoitering airplanes could be deceived. A dummy smokestack art made the ship look more like a war vessel and been before donning this disguise. The bridge was no longer that of a liner, but an exact duplicate of those on battleships. Below deck, all fixtures had been removed save those of absolute importance to the ship in its new role. A dining salon and drawing room adjoining the officers' quarters; storeroom, gallery and engine—otherwise the hold was vacant except for chunks of concrete as ballast.

Old Ships Remodelled
Antiquated merchantmen of about 9,000 tons burden, unfit for sea traffic in ordinary times, were

LADIES! SECRET TO DARKEN GRAY HAIR

Bring back color, gloss and youthfulness with Grandma's recipe of Sage and Sulphur.

Common garden sage brewed into a heavy tea, with sulphur and alcohol added, will turn gray, streaked and faded hair beautifully dark and luxuriant. Applying the Sage Tea and Sulphur recipe at home, though it is troublesome. An easier way is to get the ready-to-use preparation improved by the addition of other ingredients a larger bottle to the cost, at drug stores, known as "Wyeth's Sage and Sulphur Compound," thus avoiding a lot of fuss.

While gray, faded hair is not sinful, we all desire to retain our youthful appearance and attractiveness. By darkening your hair with Wyeth's Sage and Sulphur Compound, no one can tell, because it does it so naturally, so evenly. You just dampen a sponge or soft brush with it and draw this through your hair, making one small strand at a time. By morning all gray hairs have disappeared. After another application or two your hair becomes beautifully dark, glossy, soft and luxuriant and you appear years younger.

Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease, material out of which the Admiralty constructed this squadron of make-believe warships. Some of the old tubs had been in the Canadian service prior to 1914, carrying third-class passengers across the Atlantic, such as the Montezuma, Montpelier, Montevideo and Montrose.

The flagship, however, was a better bottom than the others. The ironical part of her history was that she was a German boat, and in her best days had been a pioneer in the Kaiser's merchant marine, known in every important port in the world. Previous to the war the Princess Cecile had been serving Germany in the Mediterranean trade, and among the vessels which overtook men and ships alike in war, she was captured during the first week of the struggle, and became the leader of British imposters to frighten her former consorts of the seas. There was small chance of the rise being discovered, as we ourselves knew, precious little of the schemes of the squadron in their entirety. Both officers and men were almost prisoners, being allowed shore leave only at a little home port, where no one was allowed outside the reservation. It was a tiny town of exactly ten houses, all inhabited by McKenzies, and there habited a little hundred-year-old cemetery at the foot of the hill full of precious McKenzies.

U S Protested
Two of our dummies, however, attracted world notice, and even then

Bargains For All On FRIDAY



Owing to the recent closing order issued by the Fuel Controller, the store will be closed Saturday, therefore a

FRIDAY Bargain Day

will be in order. Just at this time you are going to benefit, for there are still a lot of good bargains left from Dollar Day at Dollar Day prices. Come Friday. Come early.

Store Open at Night.

COLES

SHOE CO'Y.
122 Colborne Street
Both Phones 474

nobody guessed that they were not real ironclads of first-class speed and power. One of our number was detached for foreign service, and with one small gun set up on her deck, was ordered to relieve the cruiser then hazing on Nantucket. The real war vessel was sent away upon business that evidently required the presence of real guns.

The dummy took her place off Nantucket and her commander must have been very anxious to use his one tiny gun, for he kept such a sharp watch on the Boston ship lane for any German ships that might make a dash, that he ruffled Uncle Sam.

The United States Government promptly protested to the British Government that "a British war vessel" was hanging too close to neutral shores and making itself obnoxious to neutral commerce.

The dummy! The rotten old tub was so slow it couldn't have caught any ship that entered the harbor, if a chase had materialized. It had to get close to make sure that no fast German merchantmen should escape. Fifteen knots would have jerked her old engines to junk, and there were ships interned in Boston that could steam rings around her at that. The officials of the British Admiralty surely grinned when they received Uncle Sam's serious protest about the menace to neutrality of the "war vessel." And no apology was ever given more willingly, probably, than their reply.

COMMERCIAL ARTS
OPEN TO VETERANS
House Painters Become Interior Decorators Under M.H.C. Instruction.

Soldiers in the Toronto Technical School come from all parts of the Dominion and follow all sorts of new vocations, but none is more interesting than the work which is carried on in the studio of commercial arts.

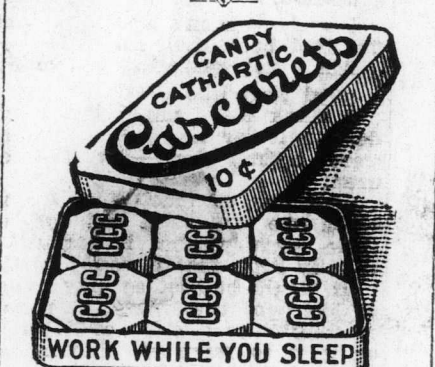
Men with talent whom fortune granted only a meagre means of expression before the war are being given opportunity to further their ambitions and many of them will go back into the industrial world better off, one might say, for their injuries. This is true of three men now under instruction who are making remarkable progress at their new occupations.

The M. J. Claire was a stone carver before he enlisted. He went overseas, and was so wounded that such work was out of the question. To make the most of his natural talent, a new work allied in some way to his previous experience must be found. He turned to industrial clay modelling. Here his artistic ability will enable him to become competent to command a splendid salary.

Paralyzed Designer
A veteran by the name of J. R. Champion whose pre-war occupation was house painting is now engaged in stencil designing. Graduated from out door painting he is now being qualified to do the more detailed and better paid work of interior de-

CASCARETS SELL TWENTY MILLION BOXES A YEAR

bowels and people know it
They're true, don't stay bilious, sick
headache or constipated



Enjoy life! Keep clean inside with Cascarets. Take one or two at night and enjoy the nicest, gentlest liver and bowel cleansing you ever experienced. Wake up feeling grand. Your head will be clear, your tongue clean, breath right, stomach sweet and your liver and thirty feet of bowels active. Get a box at any drug store and straighten up. Stop the headache, bilious spells, bad colds and bad days—brighten up. Cheer up. Clean up—Mothers should give a whole Cascaret to children when cross, bilious, feverish or if tongue is coated—they are harmless—never gripe or sicken.

coration. He is making good and turning out fine work in spite of the fact that he is paralyzed partially in both hands.

The Military Hospitals Commission, in arranging these courses for soldiers, attribute a large degree of the success with which men so disabled as to require occupational re-education are being placed again in condition to earn a good livelihood, to the care with which the courses are adapted to their previous experience.

JOHN L. SULLIVAN
HONORED BY ALL

By Courier Leased Wire
Boston, Mass., Feb. 6.—Final tribute to John L. Sullivan was paid to-day when his body was buried in Calvary Cemetery. Crowds lined the snow-dusted streets as the casket was borne from the home of Sullivan's sister, Mrs. Annie Lennon in the Roxbury district, to St. Paul's Church, where the funeral mass was celebrated.

Leaders of the temperance movement were there to testify to their regard to the man who boasted his greatest victory was gained when he conquered drink. Nor did the sporting fraternity forget their once great idol and they came in numbers from far and near.

Requiem high mass was celebrated by Rev. Frederick J. Alchin, assistant pastor of St. Paul's Church. The burial was in Calvary, at Forest Hills, beside the body of Sullivan's wife.

All day yesterday and last night, despite the bitter cold, men, women and children wended their way to Dorchester to pay their last respects to John L. Sullivan, whose body in a mahogany casket and surrounded by beautiful floral tributes, lay at the home of his sister, Mrs. Annie E. Lennon. They represented all walks of life, clergymen, doctors, lawyers and other professions, soldiers and sailors, laboring men and school children.

Some of the men drove in limousines, others left their milk wagons and trucks at the corner of the street and took their place in the almost unbroken line passing through the room in which the body lay.

CANNOT QUIT YET
By Courier Leased Wire

Washington, Feb. 7.—It was practically certain to-day, after a conference between Fuel Administration Director Garfield and Director-General McAdoo that the heatless Mondays could not be immediately abandoned as had been hoped, because the intense cold so cut down the fuel supplies as to make this inadvisable.

WOUND UP QUICKLY
By Courier Leased Wire

Toronto, Feb. 7.—Three minutes was all that was required this morning to dispose of the formal adjournment of the petition of Harvey Neilman, a depositor, to wind up the Dominion Permanent Loan Company. J. F. Hellmuth, K.C., and James Bain, K.C., appeared on the motion before Mr. Justice Middleton, and agreed to it going over till to-morrow. C. H. Porter, who appeared on the petition of William Tomlinson, Vaughan township farmer, a depositor to the extent of \$450, also agreed to the adjournment, "reserving all rights as regards any possible irregularities."

FOR OVERSEAS!

Aylmer Chicken60c
Lard Chicken45c
Imported22c
Reindeer Coffee30c
Reindeer Cocoa30c
Condensed Milk20c
Veal Loaf15c
Devilled Ham and Tongue25c
—KILN IN—
Small tin13c
1 lb. tin35c
10 lb. tin\$3.00

T. E. Ryerson & Co.
22 Market Street
Phones 185-820. Auto No. 1

ADAMS BLACK JACK

At Ypres—where Canadians wrote history, the wounded and weary found comfort in the chewing gum that thoughtful friends had supplied. And, in most cases, it was—Adams Black Jack. A stick a day keeps the soldiers' homesickness away. When you buy some for yourself, buy some for a soldier.



ADAMS Pure Chewing Gum

Heatless Days

Owing to the order in council from Ottawa we will close all day Saturday and Monday and therefore Friday will be our BIG DAY.

A Number of Extra Good Bargains—Look These Over and Come Early
STORE OPEN TILL 9 O'CLOCK ON FRIDAY.

DRESSES

20 all wool Serge in a variety of the newest styles, \$14.00 reg. up to \$22.50, at

Creme de Chine and Messaline Silks, in the best up to date new spring styles. These are wonders; reg. values \$27.50; Special . . . \$18.50

1 doz. Silk and Serge Dresses to clear . . . \$3.95

10 only Taffeta Silk Dresses, also a few cloth; Special \$12.50

Silk Poplin Dresses, beautiful styles, colors are pearl, grey, navy, copen, black, brown and burgundy; Special \$12.95 to clear at . . . \$6.50

1 dozen only Silk Poplin Dresses, Misses sizes, 13 to 15 years; Special \$6.50

COATS

All Wool Velours, 10 only, variety of this season's best styles and colors; regular up to \$16.50 to \$35.00; Special \$20.00 at

TO CLEAR

8 only, all wool Whitney Cloth styles; Special \$10.00 at

3 only good Cloth Coats to clear . . . \$5.00

4 only very best quality Sal's Plush Coats; Special \$25.00 at

Girl's Coats, sizes, 6 to 10 yrs; Special . . \$2.95

Girl's cloth coats, lined throughout; Special at \$7.50 and . . . \$6.50

CLEARANCE OF SUITS—THIS SEASON'S BEST STYLES TO CLEAR AT \$5.00 BELOW COST

S. Nyman
"THE STORE OF BETTER VALUES"
79 Market St.

Teaching The Children To Farm



MUCH is being added to the attractiveness of life on farms, especially to children, by the children's competitions which have become a feature of the fairs and exhibitions in Western Canada during the past year. At every place at which these competitions were held they were the centre of interest, not only to the children themselves but also to adult visitors. In fact, many of the older exhibitors displayed a greater interest in the exhibits of the children than in their own.

These competitions are generally arranged by breeders' associations, sometimes with the assistance of the Department of Agriculture of the province and other public bodies. Usually they are confined to boys and girls between the ages of ten and fifteen, who are required to feed, care for and look after a calf, a pig or a lamb, as the case may be, for a certain period previous to the opening of the fair.

One of the most successful of these competitions was the baby beef competition held at the Calgary Winter Fair in December. The competition was for heifers, pure bred or grade, born in 1916, and fed between November 1st and the date of the show, by boys or girls between nine and seventeen years of age. Fourteen prizes from \$25 to \$100 were awarded. Altogether there were fifty-three exhibitors in the competition, including fifteen girls. The first prize was won by Samuel Heal, of Brandon, Manitoba. In the class of calves shown by girls the first prize was taken by M. A. Isabel Stewart, of Forestburg, Alberta, and the second by Florence Elva Boges, of Dayland, Alberta. Both these girls were near the front in the open competition.

So valuable are these competitions

considered to be in encouraging boys and girls to take an interest in live stock, and so great has been their success that no exhibition in the future will be complete without them. Already arrangements have been made to increase their scope and at the summer fair at Calgary and the baby beef competition, and the period during which the animals will be in sole charge of the youngsters will be extended to three months. The production of baby beef is deemed to be one of the most important branches of farming in Alberta. For this result much credit is due to Dr. J. G. Rutherford, Superintendent of the Animal Industry Branch of the

Canadian Pacific Railway. Dr. Rutherford has been largely responsible for making known to the farmers of Alberta the advantages of raising baby beef, some of which are greater gains made on the same amount of feed by the youngest cattle than those of more aged; quicker turnover in the money invested in cattle; the greater stability of market prices. On the Demonstration Farm at Strathmore, Alberta, under the direction of Dr. Rutherford, demonstrations in the raising of baby beef have been conducted for some years, with results that are entirely satisfactory from a profit-making point of view. The future of the baby beef industry in Alberta, and, in fact, throughout Western Canada, where conditions are extremely favorable to its success, is very bright.