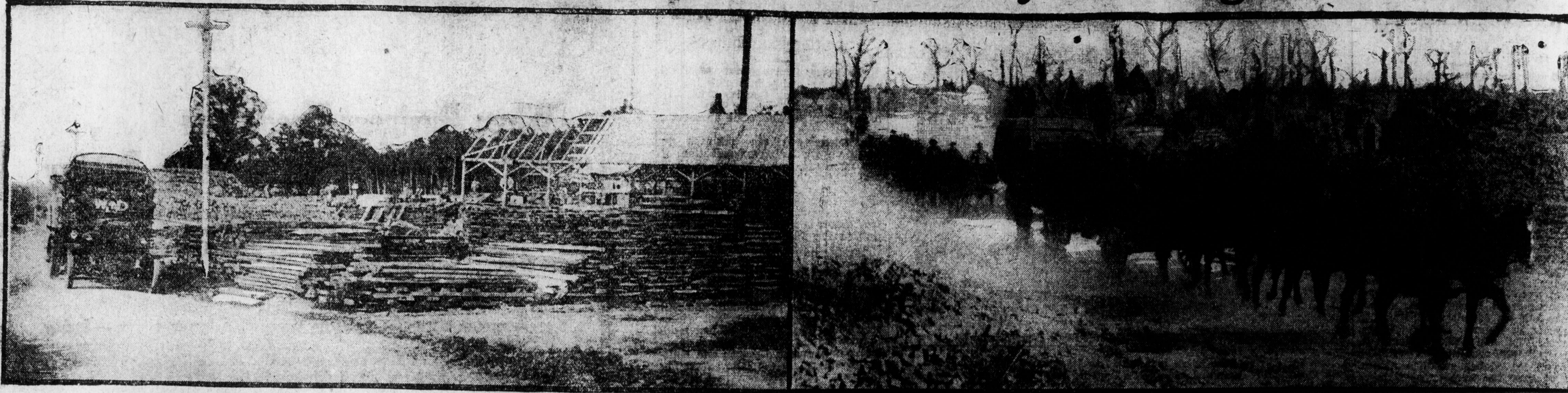


# Endless Movement of Troops Goes on Day and Night in France



A portion of one of our timber yards at the front. The timber is all cut up in these yards to meet all requirements.

—Photo by Courtesy of C. P. R.

On the British Western Front in France.—Troops on their way up to the line approaching the road to Polderhoek.

—Photo by Courtesy of C. P. R.



The Battle of the Ridges.—Telegraph wire going up for no man's land. Signallers on the way to establish communications.

—Photo by Courtesy of C. P. R.



Battle of Flanders.—A letter home.

—Photo by Courtesy of C. P. R.



Driving Away a Roche Plane.—Anti-aircraft gun in action.

—Photo by Courtesy of C. P. R.



Going up to the Attack at Zonnebeke.—Welsh troops behaved magnificently at the storming of this village.

—Photo by Courtesy of C. P. R.

## SHIPBUILDING IN BRITISH COLUMBIA

If history can be relied upon it is just one hundred years since the first ship was built on the Pacific Coast of Canada. A century and a quarter passed without bringing the industry to any immense proportions, but within the last few years shipbuilding has advanced in British Columbia as if by magic. In the summer of 1916 there was one ship, to be valued at half a million dollars, in process of construction in the province. At present the industry represents an investment of \$30,000,000. Nine large vessels, the product of British Columbian enterprise, are now sailing the seas, and thirty-three others, six of which are of steel construction, are either being built or have been contracted for.

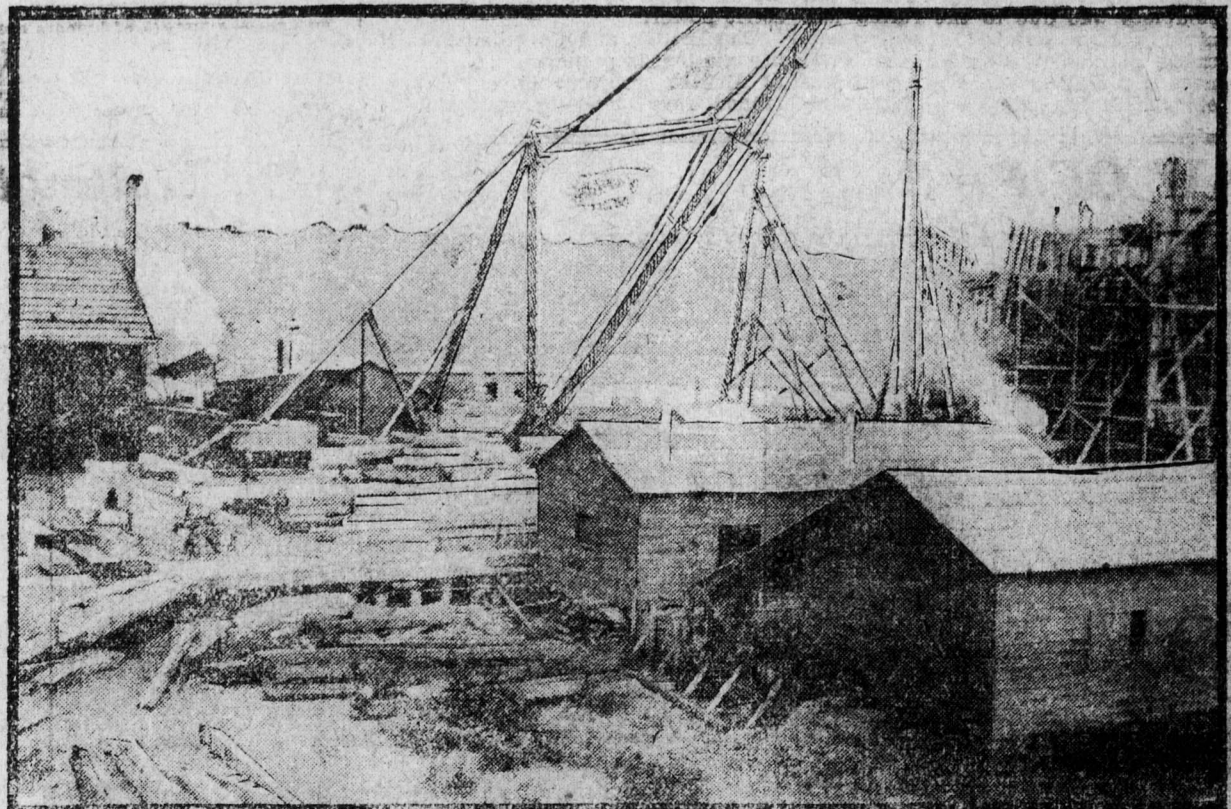
The incentives for these gigantic strides in British Columbian shipbuilding have been the demand for ocean tonnage created by the German submarines, and the many extraordinary facilities which the geographical situation of British Columbia and her forest resorts offer for the shipbuilding trade. It was for these reasons that the Imperial Munitions Board selected British Columbia to build twenty-five vessels.

British Columbian shipbuilding is carried on mainly at Vancouver and Victoria, but New Westminster has a yard of considerable proportions at Poplar Island, where four of the ships ordered by the Munitions Board are being constructed. The classes of ships being built are divided into schooners and steamers. The majority are built mainly of wood, but several are made principally of steel. At present, the shipyards of Victoria, Vancouver, and New Westminster are engaged in building fifty of these vessels, which will have a gross tonnage of 110,000, and a deadweight capacity of 135,000 tons.

The cost of the material alone that must be applied for the completion of these ships is estimated at \$1,700,000. In order to finance the shipbuilding undertakings, actual and contemplated, the British Columbian Manufacturers' Association is endeavoring to secure a "Shipbuilding Loan" from the Dominion Government.

There is a bright prospect before the shipbuilders of British Columbia. It is possible that the yards there will be making ships for the Australian Government in the near future. Negotiations are now being carried on by the shipbuilders of British Columbia with the Government of the Commonwealth, with a view to securing orders.

Some optimists even go so far as to say that the great ships of the Canadian Pacific Ocean Services, now plying between Vancouver, Victoria, and countries of the East, when they have freed their allotted time and done their appointed work, may be replaced by other liners, just as magnificent, that may be built in the shipyards of the Canadian Pacific Coast, for it is not likely that industries British Columbia will ever relax its hold on an undertaking that has begun so auspiciously.



Shipbuilding yard in British Columbia.



A Roadside Scene in France.—The endless movement to the front goes on day and night.

—Photo by Courtesy of C. P. R.



Ship in course of construction at New Westminster.

## HOTEL MEAL REVOLU

Three Months Tuesdays and Bring Big

(Issued from the Office)

The passing of the beefless and baconless Fridays has brought a revolution in the menu of Canada. Marked in some hotels, but the first attempts, almost invariably found keeping the purpose of the letter in laying restaurants and restaurants was in the three months needed by the men and women and wheat, and to the conscience of the nation. As a result of these has been a great saving of beef, bacon and lard, according to the desk managers, however, of that portion of forms their clientele sensitive as it should be for food costs. There are two distinct questions. There is a question as to whether a good meal and he is going to get it for his money. On the other hand, Monsieur le Chef is Monsieur le Chef self between the devil and the deep sea. He has the regulations on one side and the appetite on the other. He has the duty to perform and the duty to satisfy. He has the duty to perform and the duty to satisfy. He has the duty to perform and the duty to satisfy.

But hotel patrons are so philosophic. They do not have suddenly a change of heart and selfishness? Ask the hotel manager and he will say that when it is not thought of as a duty to satisfy, it takes time to satisfy. The more inclined to be his own home than a hotel put it. "The hotel utility. We are here primarily to satisfy our duty to meet their needs as to what they will certainly fall ever is asked of us per cent of the people pay \$1 upwards for the expect to get their money. They like to see a lot and they invariably through it irrespective of the cost of each course naturally their privilege trying to meet this by portions." According to the manager, Laurier, Ottawa goes to waste in this where there are 300 feed, in addition to a stream of guests. The kind of taste to cater of men and women. The other day a man wanted a steak at a "It's the law," was the deadly dinner like the divided down in his dinner. There is rarely a steak and a beef and bacon any day. It is only a desire a steak and a

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