

## AERIAL TRAVEL IN 1928

### AFTER-THE-WAR ACTIVITY IN THE AIR

#### Beneath These Light Imaginings There Lurk Hints of Possibilities Far From Fantastic.

When peace begins, the aeroplane will at once show us what it can do, says W. McCartney in London. Answers.

It has done wonderful things in war. That, at least, is our first thought. But though war has spread a fever of invention among the men who think in air, and though, consequently, we have faster aeroplanes, safer aeroplanes, and thousands more aeroplanes than we should have had without the god of war, yet war has narrowed the activities of the aeroplane so severely that only the specialists could be expected to forecast what will happen when it is discharged from the arms and set free for the life, instead of the death, of man.

#### A Week-End Jaunt.

For example: on the day after the war, so to speak, a London newspaper might—probably will—send a correspondent by aeroplane to write of thanksgiving at the Holy City; and he might call at Rome on the way back and spend an hour or two in Paris, and telegraph news from both, and arrive at his Hampstead home refreshed by his short week-end holiday.

Or, we will say that a Birmingham firm wants to be first to push the sale of pocket flash-lights in Baghdad. Its traveller will jump off by aeroplane, and when he lands in that romantic city he will be able to present the executives of Haroun-el-Raschid, if he survives, with a copy of the "Arabian Nights" bought in Corporation Street the day before.

When you talk of flying, it is difficult to be serious without being thought frivolous. I remember when Mr. Grahame-White was preparing for his London-Manchester flight, and I had to hire a fast motor car to follow him, one of the most imaginative men in the motor business picked me out to take it more than three miles out of London. That's further than the aeroplane will go.

#### Looking Ahead.

To-day some of us are so deeply interested in wondering whether the next aeroplane will drop a bomb on our hats that we are possibly as sceptical about the future of flying as was that mistaken gentleman. But let every reader put on paper to-day a prophecy of what flying will be in 1928—when the war ought to be over—and if he looks up that prophecy, to read it ten years hence, he will, no matter what the altitude of his imagination, blush for shame at his failure.

Any fool—I include myself—can see that the City of London will, on four p.m., will be delivered in Paris after the same night. A man told me the other day, between his two lunch sandwiches, of another man who had bought land in a certain place by the East Coast, to be held as an aerodrome for the aeroplane service between the North of England and Petrograd; and, later, for the New York-Petrograd mail.

Ten years ago I should have said that the most intelligent thing he could do with the land would be to build a lunatic asylum on it and live in it.

#### The Question of Fares.

To tell the truth, I have not much faith in the Transatlantic aeroplane liner even now. But when I recall what Blériot did, what the gallant Latham just missed doing, in crossing the Channel, and how there were people who said the "Daily Mail" ought to be asked why it encouraged suicide, because no such trip was possible, I think that in 1928, after all, it may be easy to see New York during a week's leave.

The fares, of course, would be heavy at first. But the European and American Governments will have to subsidize the flying lines liberally at the beginning, and probably they will, in the end, maintain cheap State passenger services, to supplement the freight-carrying aeroplane lines run by private commercial firms.

A few years ago I prevailed upon myself to spend a short holiday by rushing through certain places in France, Belgium, Holland, Germany, the Austrian border, and Switzerland—a most ludicrous and enervating performance, in which the cost of luggage alone seemed to be about a million pounds sterling, or more. But when the aeroplane holiday is with us, a restless man might easily turn up at his office after three weeks and find that he had been at Copenhagen, the Orkneys, Marseilles, Cairo, Naples, Bordeaux, St. Ives, Galway, Newfoundland, Chicago, Panama, and—where he had a refreshing hot bath at the aerodrome hotel after the August heat of the homeward Atlantic trip—Croydon.

#### Nothing is Impossible.

It is not obvious that as soon as the war is over the tourist companies will run us round the coast in aeroplanes pretty much as they did through the Highlands or Devonshire in coaches. The air circular-trip will be, to be-

gin with, no holiday for the poor man. But with 250,000 aeroplanes in Europe, with pilots swarming into the industry, just as young men did into electrical engineering twenty-five years ago, and with the added fact that the new generation will take as naturally to travelling by air as the generation after "The Rocket" locomotive engine did to railway carriages, the problem of cost will solve itself.

Naturally, the two institutions that most depend on speed—the newspaper Press and the mails—will be quickest to adopt the aeroplane as part of their daily systems. Reporters will regard a transcontinental aeroplane journey as unemotionally as they now do a taxicab ride to a station.

Let us each write down his forecast of "Flying in 1928," and in 1928, the facts will be so far in front of the forecast that one will have to say: "What an unimaginative idiot I was in 1918!"

#### A NOTED AVIATOR.

##### Major Libby Heads Honor Roll in Royal Flying Corps.

An American by birth, Major Frederick Libby heads the honor roll in the British Royal Flying Corps, becoming thereby the hero of England and Canada, the province from which he enlisted. Like many other famous aviators, he worked his way into aviation by circuitous routes. He was a mechanic in the English ordnance department when he stole into the observer's seat in an airplane for a trial. Within his first month of the trial period he brought down a German plane and soon thereafter obtained his commission as a second lieutenant. In the next ten weeks he tumbled ten Hun out of the sky and was given the Military Cross at Buckingham Palace by King George himself.

He is now flight commander as the result of his killing the famous "Red Hun," who was his twenty-second victim. This "Red Hun" was a venomous assailant during the early morning hours before dawn. Swooping low in his racing plane, he would play his machine gun among sleeping soldiers, over hospitals, and through barracks, causing great commotion. No allied airmen could catch him, so fast was his sinister scarlet plane. Major Libby went aloft every morning for two weeks and awaited his coming. One day at dawn his patience was rewarded, and, diving from a 25,000-foot elevation, he caught the "Red Hun" in his fatal machine gun fire.

#### NOTABLE TOASTS OF BRITAIN.

##### Robert Burns, Sir Francis Drake, and Queen Elizabeth Honored.

Next to the toast of "The King," which is drunk every night in every military and naval officers' mess, probably the most toasted man in the world is Robert Burns, the poet. There are Burns Clubs in every nook and corner of the earth, and Scott keeps them up even on the battlefield, and whenever they forget "The immortal memory" is toasted.

One of the quaintest toasts is the one and only of the Two Pins Club. The name of the club, which is an ancient one, is derived from Turpin and Gilpin, and the only toast permitted is "To Turpin's daring and Gilpin's respectability."

The Mayor and Corporation of Plymouth drink to the memory of Sir Francis Drake every year, not because he beat the "Armada" and was the first Englishman to sail around the globe, but because he first brought water to the old borough. This is the ancient and solemn toast: "May the descendants of him who brought water never want wine." A rather a biguous toast, truly. It might do for teetotallers!

In the famous old hall of Gray's Inn only one toast is proposed. It is, "The glorious and pious and immortal memory of Queen Elizabeth." Seeing that Bacon and Burleigh were benchers of Gray's, there is no wonder that Elizabeth treated the Inn very well and showed its members much favor.

#### VERSATILE CLOCKS.

##### Marvels of Invention Are Some of the World's Timepieces.

Most people are well content with a clock that tells them the correct time, although occasionally an old grandfather's clock will also tell the phases of the moon; but Paris possesses a clock which not only tells the time so well that it does not vary more than the hundredth part of a second a year, but also marks the year, month, and day of the week. The pendulum forms a barometer of singular accuracy, and it indicates the time in twelve of the chief cities of the world, each city having its own dial.

In the year 1880 a clock was brought out of a shed at Hampton Court Palace which had been lying there as so much lumber for fifty years, and the authorities, for once, did the right thing, and set the clock going again and put it where visitors could see it. It tells the hour, the month, the day of the month, the position of the sun, the number of days since the beginning of the year, the phases of the moon and its age, the hour at which it crosses the meridian, and the time of high water at London Bridge.

Clocks have been made within recent years which almost solve the problem of perpetual motion. A man in the Midlands owns a clock which has already gone fifteen years without winding up, and he claims it will run for fifty.

## TWO MORE YEARS OF HARD FIGHTING

### PREDICTED BY A MAN WHO KNOWS.

#### Collapse of German Power Unlikely, Says Lieut. Naismith of Canadian Artillery Corps.

The first fissure in the German plan was the defeat at the Marne. After that the unexpected happened so frequently that Germany has finally been forced to use it, says Lieut. Naismith, M.C. German theory suffered a disastrous upset at Ypres, where raw Canadian troops outfoiled their veteran soldiers, despite poison gas and every other device that years of militaristic planning had prepared. Another prop in the theory collapsed at Lens, where we repulsed fourteen attacks in one day, with a loss to the Germans of 70,000 or 80,000 men.

#### Still More War.

Now they have settled down doggedly enough to last it out if they can. Two more years of war may be expected with a reasonable degree of certainty. Unless the negotiations with Russia fail utterly Germany will have in a very short time a stronger army on the western front than she has maintained there any time hitherto. That means the urgent necessity of more fighting men to meet them. This augmenting of her man power on the most hotly contested battle front is about the only advantage that the Huns will boast henceforth. They are permanently enlisted by all allies in military superiority. And it is artillery that is fighting the present war. The big gun and the bayonet are the two agencies that deplete enemy man power. I have seen men who have been two years in the trenches without firing their rifles.

#### British Barrage Superior.

When an attack is being repulsed the machine guns are exceedingly effective. But the true "small arm" is the infantry rifle—has been of less use in this war than in any other fought in the last two centuries. In each company seven or eight "snipers" still use the rifle, but most of the men battle with bombs and bayonets. The mode of attack and defense evolved in three years of fighting makes the light artillery—that is, the type represented by the famous French "75's"—of paramount importance. Barrage fire to be effective must be heavy and sustained. Our advantage in this respect has been reflected in the success of our trench storming operations. The German barrage is not comparable to ours for effectiveness for the reason that Germany has neither sufficient guns nor shells. The barrage itself, as a distinct development of the present war, has attained a remarkable efficiency. It can cover almost any kind of a situation. Barrages requiring the isolation of squares, triangles and depressed areas have all been effectively utilized.

The maintenance of a barrage fire requires speed and accuracy on the part of the gun crews. In the calculations one eighteen-pounder to twenty-five yards is the basic unit. This gun will fire four rounds per minute on an average. Sometimes it accelerates this pace somewhat. The effect of a good barrage fire is to inclose a certain area more securely from interference by enemy reinforcements than if it were hemmed in by a wall of Harveyized steel.

British superiority in this department has been particularly gallant in captured German officers who have seen the earlier days of the war, when German military held the palm. They are good artillery fighters, as a rule. And the rank and file of the boches stand up to it well. Probably they find their natural solidity a real asset under the nerve-racking ordeal of a sustained bombardment.

It is not probable that there will be any sudden dramatic crash of German power. The line will not be miraculously penetrated all at once, as some alleged military experts have professed to believe. Neither is it likely that we can rid Flanders of the invader in any other way than by battering him back to the Rhine step by step.

#### Win Only by Fighting.

Cavalry units are ready for the big push if such a flaw in the Teuton lines actually develops. But the invader's soft in all likelihood will be won back by a process of attrition which wrests the ground from the enemy mile by mile. These conclusions take no account of the unexpected in German internal politics, but the element of the unexpected is a frail factor in a military campaign.

We can win only by beating the Germans. Internal difficulties will hardly hamper the Kaiser, seriously enough to embarrass him in the conduct of the war. German ingenuity has spent itself in petty and malicious expedients, such as poisoning wells and setting trap bombs. Since the beginning of the war they have found that most of the world's inventive genius was without and not within their borders. Nothing as effective as the British tank has yet been devised by the Huns. They have four kinds of gas; two causing tears or temporary blindness and two calculated to cause complete asphyxiation.

## Men Prime Need of Allies.

### Our gas masks have conquered all four of these, but we have found Germany who had succumbed to a British gas attack even with their own helmets.

The war has no new horrors for us. It may go on for an indeterminate "status quo," but whether it lasts one year or five years the issue will be decided by men and guns rather than by the long expected internal difficulties in Germany. To that end it behooves us to wage the war more energetically day by day, increasing our efficiency in proportion as the enemy's decreases. Men—well disciplined, physically efficient men—are the prime need of the allies. After that, guns and supplies and food—determination. With these at hand we shall not have to resort to any chemical hope that the fatherland will obligingly explode from within!

#### BRITISH SEA POWER.

##### Great Achievements of British Navy in the Present Struggle.

So much misunderstanding of naval tactics exists and so much inexcusable adverse criticism is made upon the apparent inactivity of the British navy that it may be well to reproduce the statement of the president of the British Naval League at the beginning of the year. Recognizing the impossibility of possessing accurate knowledge of the conditions affecting naval warfare—outside of those immediately responsible for the direction of naval policy—the head of the league, the Duke of Baccouch, declares that ill-informed comment should be earnestly deprecated. "It may be asserted," he adds, "that with the exception of a negligible minority the public opinion of the whole empire is solidly behind the fleet."

What have been the accomplishments of the British fleet? The tenacity of the British Empire has been held inviolate from enemy invasion. Lines of communication between all theatres of war have been maintained, and protection for the transport of more than 13,000,000 men from port to port has been provided. In addition 2,000,000 horses, 26,000,000 tons of munitions and war supplies and 53,000,000 tons of oil have been conveyed and landed for the allied armies, and the ocean carriage of 140,000,000 tons of food has been guarded by the fleet.

These are great achievements and proof positive of the enormous and controlling value of sea power. Besides all this the German flag has been driven from the sea, the blockade of Germany has completely stopped her ocean going commerce, and on one occasion only has the German High Seas Fleet dared to challenge a sea action. As the immediate result, even though it was not a complete result of this the German fleet was forced to run from the zone of conflict, with many serious losses, and retire skulkingly behind the protection of its shore guns and submarines. Finally, the conquest of German colonies, the world around was the direct application of sea power to military operations. Here, indeed, is a marvellous record of achievements, even though broadly sketched and freed of illuminating details.

#### BIRDS ARE BORN FIGHTERS.

##### Feathered Tribes Are More Warlike Than is Generally Supposed.

Birds, generally speaking, are much more warlike than most people suppose. Many of the feathered tribes are born fighters.

Take the common domestic chicken, for example. It is a fierce scrapper. The bantam rooster will fight almost to the death for supremacy over any rival that contests his authority. Cock fighting is even to this day a popular sport in many countries.

The common pigeon, though credited with a gentle disposition, is highly combative. In fact, few birds are more quarrelsome, more given to picking upon their weaker neighbors. The gannet is a desperate duelist, and can deliver tremendous blows with its wings.

Many birds are skillful boxers; their wings, as one should understand, being modified arms. Thus the pigeon guards with one wing and strikes with the other.

Dr. Frederic A. Lucas, says that there are geese in Africa that have pincers peculiarly armed, one of the "wrist" bones being capped with a sharp spur. Plovers are remarkable for the spurs on their wings, which in some species increase in size at the breeding season, so as to be useful for fighting.

The most formidable of spur-winged birds are the South American "scramblers." They have two spurs on each wing, one short, the other an ugly, three-sided, stilette-like blade, almost as sharp as a needle. It could doubtless be driven clear through a man's hand by a stroke of the bird's powerful wing.

#### Surgical Dressings.

Intermittent folds of gauze. For those whom we shall never see. Remember, when your fingers pause, That every drop of blood to stain, This whiteness falls for you and me.

Part of the price that keeps us free To serve our own, that keeps us clean From shame that other women know. O saviors we have never seen, Pardon us that we are so slow. God! if that blood should cry in vain And we have left our moment's go!

—Amelia Josephine Burr.

When whole wheat flour is used people need less meat.

## The Aeroplane.

### We are the Eyes of the Army; We are the Wings of Knowledge; High on the breeze caught, We are the Coy and the Signal.

We are the Warning Breath Whistling to the trenches, Wandering off Lurking Death! We are the Midnight Terror; We are the Flash of Light Leading our hosts to battle—The Spirit of the Fight!

We are as bold as eagles—Fleet as the raven's wing; Over both friend and foe our daring motors sing. We are the Vigil-keepers, Tireless our eyes and true; We are the Wind Destroyers Dropping from out the blue! Spanning the pathless heavens, Following infinite trails; Clouds are our Lone Companions, Our playthings, driving hail!

Continents are our Playgrounds, Criss-crossed, deftly planned; And high o'er the drifting mazes, Star-fields have we scanned! We are the Fleet Forerunners, Of the cannon's flame we loosed, Through the guns below, Hovering high and lonely, (Cleaning and white and free, We are the King's Fearless Soul, Guarding the land and sea!)

#### THE ONLY PLACE.

##### Where a Man Can Be At Peace With His Conscience.

This letter from a Methodist minister's son appears in "The Methodist Magazine," says a London weekly. He was in Australia when war broke out. At first his duty was not clear. He wrote from:

"Adelaide, December 2, 1914. "It makes me feel ill when I read of so many of our men being smashed up. If one were only doing something, should feel a lot better. I feel I have no right to be going along so quietly when so many fellows are giving their all, but it is not at all clear to me what I ought to do. If I could clearly see my duty I would willingly do it. It was not long before he saw that his country needed him. In 1915 he resigned his position on the Australian railway as a civil engineer, and at his own expense came to England, and joined the Officers' Training Corps. Having secured his commission, he went to France, and is now a captain in the R.E.F. His conscience was at rest. He felt he had chosen the right way."

"1915. Somewhere in France. "This is the only place a man can be at the present time to be at peace with his conscience; and however much one longs to stay in England, one derives great satisfaction from the feeling that a duty is being done."

The latest message has a noble intensity of conviction and gives a true picture of the inward thoughts of a representative man. How proud our country is of such sons!

#### BUN DEATH-TRAPS.

##### Cunning Devices to Catch the Unwary Soldier.

Not the least among the tricks of the trade now being taught newly recruited soldiers by the French and English is that of avoiding death traps in captured trenches, which have been proven by experience to be so disastrous to the occupiers. In fact, there is more real danger to men in advancing to occupy abandoned trenches, dugouts and cellars than there is in the actual battlefield. For instance, a device of which the Germans are fond is to arrange one of the higher steps leading down to a dugout so that when an allied soldier, going down to explore the interior, steps upon it a stop-cock is released, from which flows a stream of poison gas, its weight carrying it down into the interior and gradually overcoming any who may not detect the device in time.

An expedient often used when the enemy is preparing to abandon a tract of land is to arrange mines with detonators, which are actuated on the parting of a wire.

This wire is passed through an acid solution which slowly eats it away, so that it may be weeks before the explosion occurs. Dugouts which have been abandoned even for a matter of two months and which appear to be absolutely safe sometimes blow up unexpectedly.

The temptation of trophy-gathering for allied soldiers is well understood by the Germans, and many have lost their lives by cunning devices in this line.

## BLIND IN THE MIDST OF DANGER

### PAN-GERMAN MENACE TO THE WORLD'S FREEDOM.

#### Had Population of Nearly 200,000,000 With Possibility of 25,000,000 Men For the Field.

One of a group of business men, which included a judge, recently said: "It seems wonderful that Germany, with a population of but 68,000,000, should be able to fight the rest of the world as she has done." All agreed that it was wonderful. Had they studied the matter with care, the situation would not have looked wonderful, but menacing.

When Berlin despatched Austria-Hungary to begin operations, July 28, 1914, it had not 68,000,000, but at least 140,000,000 population behind it. The lowest official estimate of the Teutonic Alliance is as follows:

Germany	68,000,000
Austria-Hungary	62,000,000
Bulgaria	5,500,000
Turkey	21,000,000
Total	146,500,000

When the Potsdam conference was held in July, 1914, for deciding on the date of opening of hostilities, Turkey and Bulgaria were as much a part of the Pan-Germanic Empire as they are to-day. They entered the war presumably on the days assigned and ordered by Berlin.

#### Enslavement of Nations.

Thanks to years of preparation the first month of the German military machine carried it far into enemy territory. Enemy populations were promptly enslaved. Little nations were overrun, and their people driven into the slave gangs and put to work. Here is a sample of the means taken to secure labor. It is taken from an Austro-German proclamation in Italy but a few weeks ago:

"Every citizen must obey our labor regulation: all workmen and children over fifteen years of age must work in the fields every day, Sunday included, from 4 o'clock in the morning until 8 o'clock in the evening."

"Lazy workmen will be accompanied in the work and watched by Germans. After the harvest they will be imprisoned for six months and every third day be given nothing but bread and water. Lazy women will be obliged to work and after the harvest will receive six months' imprisonment. Lazy children will be punished by beating. The commandant reserves the right to punish lazy workmen with twenty lashes daily."

#### Pan-German Menace.

Without counting Armenians and Syrians, over 45,000,000 people have been enslaved and made to work for the conquerors beyond the limits of human endurance. Thus untold thousands of men were released from industry for military service. Many enslaved men are even being forced into the ranks. From the first, Germany's man power has been not 68,000,000 but close to 200,000,000, with a possibility of 25,000,000 men for the field.

Pan-Germany: at which we once smiled, has been unmasked by the war as a hideous reality. Uncompleted, yet its strength is sufficient to shake the world to its foundations. Close our eyes a little longer and it will dominate the world with a rod of iron.

#### THE MOST TRYING MOMENT.

##### Suspense Preceding Going Over the Top is Nerve-Racking.

Frequently one encounters the question: "What phase of actual fighting makes the greatest excursions upon one's coolness?" I believe popular opinion accepts actually "going over the top" as the zenith of war time endeavor, says a Canadian lieutenant. As a matter of fact, and any soldier will attest this, the suspense preceding the actual going is the more nerve-racking.

There is nothing spontaneous about preparations for a bayonet charge. They are rehearsed behind the lines, carefully arranged as to time, and made known to the company hours beforehand. Almost invariably they occur just before dawn. Those last few minutes before, going over are the most trying experience a man may have at the front.

Casualties during the charge itself are not heavy. I believe our actual losses for one regiment going over at Vimy Ridge were only 200 men. The heavy losses are entailed after an enemy trench is taken. Then the German artillery gets the range of the battered trench while we are striving to dig ourselves in. The charge precedes the dawn by just a few minutes, so that one may advance under cover of darkness and still have the advantage of daylight to repulse the counter attacks which the enemy must immediately inaugurate.

The counter attack cannot be delayed, because every succeeding moment makes the first attacker more secure in his newly won ground. The bitterest and most sanguinary fighting of the war has been that resulting from a series of counter attacks on a given line of trenches.

Split pea soup with plenty of seasoning is an excellent luncheon dish.

## THE PICK AND SHOVEL BRIGADE

### LABOR CORPS OF THE BRITISH ARMY.

#### Members of This Interesting Department Have by no Means a "Cushy" Job.

The Labor Corps of the British Army is the outcome of experience. Prior to February, 1917, labor was supplied by a few battalions with full complements of officers. The military authorities, fully alive to the urgent necessity of having more and more labor, but, at the same time, aware that the creation of fresh units on battalions lines would mean enormous extra charges in the way of officers' salaries, formed what are known as Labor Companies, 500 strong, under command of a major or captain, with four lieutenants as platoon commanders. These, again, were reorganized, and now form the Labor Corps.

#### Armed With Shovels.

The O.C. company is, of course, an officer of considerable military experience. The subalterns are usually what is termed "technical" officers, many with previous military knowledge. A large number have been wounded earlier in the war, and deemed unfit for further work in the line itself, but capable of work close to it. The companies are worked under what are called groups, perhaps eight or more being commanded by a Colonel O.C. Group, the units being often spread over a large area. The whole corps is controlled by a Director of Labor. Under him are Assistant Directors (A.D.L.), and Deputy Assistant Directors (D.A.D.L.).

In what are known as "back" areas will be found "colored" labor companies. In the "forward" areas none but white labor is employed. The British companies are composed of men who are not of Class "A," but who have been passed for other duty, such as manual labor, or garrison duty abroad. Labor companies are not armed, but are well drilled and disciplined. In the writer's company were a large number of men who had been wounded earlier in the war, but who were unfit for further fighting service.

#### At Dead of Night.

As was only natural, there was great confusion at first, because men who were skilled in various trades, but who had never done "navy" work, were sent out. This has been gradually rectified, and skilled workmen are now engaged in their proper vocations. In this connection "Employment" Companies—which act as Military Labor Exchanges—are now in operation, and are proving very successful.

Most of the labor in "forward" areas is used in road-making, repairing, and maintenance, and in laying and maintaining light railways, of which a perfect network covers the whole length of the battle front; but the Labor Corps is available for every sort of manual work, as required.

Labor companies are constantly on the move. The hours of work are fixed, but when urgency demands, shifts work night and day. Latterly, when the enemy has taken to shelling the areas behind the line, much work exposed to fire has had to be done by night, in order to avoid casualties. It must not be thought for a moment that because a man is in a labor unit at the front, that he has a "cushy" job. True, he may not be under rifle or machine gun fire continually, but he comes in for his full share of shell fire.

#### A Fine Record.

Where possible, labor companies are now in huts for the winter. It was a very different proposition earlier in the war. Dog-outs in what were once woods, and in ruined villages swarming with rats, were their quarters, with often nine miles to fetch rations over shell-devastated roads. The hardships endured by labor men when the organization was far from perfect, were quite as bad as those of their comrades in the line; but their spirit overcame it all, their work being done with a will that earned the unstinted praise of the Commander-in-Chief, who was confident that his communications would be kept open, and that road and railways would be pushed up close on the heels of our advancing troops.

#### The Oldest Name.

Three jovial travellers were dining together at a hotel one day, when it was agreed between them that whichever of them possessed the oldest name should be exempt from paying the cost of the dinner each was enjoying.

The first traveller said: "My name is Richard Eve, and that is rather old you must admit."

The next man replied: "I go further than you, for my name is Adam Brown."

The third traveller, with a merry twinkle in his eye, took his business card from his pocket and showed it to the other two, who read on it these words, "Mr. B. Glinning."

At every meal, if necessary, preach the gospel of the clean plate.

Delicious muffins as well as griddle cakes can be made with bread crumbs, dried and run through a meat chopper.