

The writer notes that four of his civilian friends have been made Knights of the British Empire. One of them, under 50, has been working for the Government for nearly one year—the others less. Another, under 40, gets a decoration in the same Order who has not crossed the Channel since the war broke out, though he is in uniform. "But," says the Times writer, "I am thinking more of another friend who, at the commencement of the war, although he was over 50, volunteered, went out with his battalion, fought in the trenches, was knocked out, but went out again, has been twice recommended for an award, and is still serving. He wears on his breast just the ribbons for a previous war, no more. I know, too, that his is no exceptional case; and I just wonder how these things are arranged."

The London Daily Chronicle, a journal very friendly to the Government, in commenting on the long list of persons named in the new O.B.E., mentions several who have rendered distinct services, and then proceeds:

"But the list, as in former cases, loses distinction and the value of the honor for the most deserving is diminished by the inclusion of mediocrities, many of whom are introduced because of the influence supporting them rather than by their claims for national service. Not a few belong to a type—they frequently figure in these lists nowadays—who have made no war sacrifice whatever. In some cases they are young men fit for military service, but who by the exercise of political pressure or the influence of a patron, have been found soft jobs in Government departments, given service rank, and clothed in khaki or blue. These men make the best of all worlds. They get credit for disinterested patriotism; they do not give all their time to these happily found war appointments, and incur no financial hardship; in addition, they enjoy exemption from actual military service. Thus a bureaucratic snobocracy, sheltered from danger and immune from sacrifice, has been created to help in the great fight to save the world for democracy."

When lists of honors command no more respect from the public than is indicated by these writers in leading London journals, it is no wonder that the tendency to condemn the whole system increases.

The Last Atrocity

IF there were people who thought that the Germans had reached the depth of their infamy before the event of last week they were mistaken. The sinking of the Canadian hospital ship *Llandoverly Castle*, and the murder of over two hundred nurses, doctors, orderlies and crew, was a lower depth, and the Germans reached it. Never was there a German act more completely infamous and beyond defence or excuse. An hospital ship, showing big on her sides under the illumination of electric lights the Red Cross, which among civilized men secures immunity from attack, and showing high above these signs a large electrically lighted cross of the same character, was deliberately torpedoed and all on board, excepting a very few who were lucky enough to be rescued by a British vessel, sent to the bottom. What wonder is it that in the presence of such infamous crimes the cry for vengeance rises high throughout the world.

This time the German liars have neglected

to compare notes and to make their stories consistent. The Berlin news agency sends out the story that the hospital ship was destroyed by striking a British mine. But those who have escaped to tell the tale know that they were summoned on board of the German submarine, the commander of which professed to believe that the ship was carrying military forces and munitions. There is not a particle of ground for this story. It is a German invention to excuse one of the greatest crimes in the world's history. The British authorities are known to be scrupulously careful in conducting their hospital work, on land and sea, in accordance with the most humane laws of war.

Just what punishment can be administered to the men responsible for this latest atrocity is not easily seen now. But we must all have the comfort of believing that Heaven will not permit such crimes to go unpunished.

Slow Investigation

THE Justice Department, or the Militia Department, whichever is handling the matter, cannot be congratulated on its promptness in providing the promised inquiry into the charges respecting unfair manipulation of soldiers' votes at the general election. In the House of Commons, towards the end of the recent session, Mr. Copp, member for Westmoreland, brought forward broad charges against the manner in which the soldiers' votes had been handled on both sides of the ocean. Mr. Archambault, member for Chambly-Vercheres, followed with more specific charges concerning his own constituency, and particularly as to wrong-doing in the taking of the vote in the barracks at St. John's, P.Q. Making due allowance for the usual aftermath of elections, for the tendency of candidates to complain of unfair treatment, it was admitted that there was enough in these statements to require some investigation. The Government, while declining to take up the broader accusations, promised to take immediate steps to inquire into the specific statements of Mr. Archambault. It was subsequently announced that Mr. Justice MacLennan, of Montreal, would conduct the inquiry. The Judge said he had been requested to act and had agreed to do so, but he had not received any commission. It is now announced that only on Tuesday last, July 2nd, did the Judge receive his commission. Soldiers are moved about much in these days and in the weeks that have passed since the investigation was promised necessary witnesses may have been transferred. The issuing of a commission to Mr. Justice MacLennan might well have been a matter of a few hours, instead of a few weeks. It is now stated that the investigation will open in Montreal on August 26—more than three months after the complaint was laid before Parliament.

The First Million

M. BAKER, the United States Secretary for War, sent a thrill of pride and satisfaction through most of the world when, on the first day of July, he announced that more than a million American soldiers had been sent across the Atlantic to join the Allies in the fight against the German enemy. The Kaiser and his military machine received a thrill too, but of a different character. The German leaders sneered at Britain's "contemptible little army," until they learned by bitter experience that it was an army to be reckoned with. In like manner Germany has professed to despise America as an enemy, but already, we may be sure, as in the case of the

British army, the German generals have found reason to revise their opinion. A million men drawn from a population than whom there is none more intelligent, none more vigorous in mind and body, none more fitted to produce good soldiers, are a force that would at any time be effective, and which is of particular value now, coming fresh as it does against the war-worn German divisions.

The transportation of these million men across the ocean without the loss of a single one is a new tribute to the power and vigilance of the allied navies. The British navy had made a wonderful record in the carrying of the British troops over the world. The British navy doubtless has been happily joined to the navy of the United States and aided by the naval ships of the other Allies, in this great work of transportation and convoy. If the Germans at home have not lost all sense of understanding, what must be their feelings when they reflect that their vaunted submarines are powerless to prevent the transportation of troops and are obliged to expend their energies on the murderous work of sinking hospital ships? A million Americans already in France! And more millions ready to go! What German of intelligence, as he learns of these things, can have any doubt as to how the war will end?

The Airplane Age

SO many marvellous inventions have come into common use in recent years that one sometimes wonders whether it will be possible to find any further inventions of great value. Each generation, however, seems to find some new field for the production of useful things, or for such development of existing inventions as makes them of much greater value to the world. At this moment the conquest of the air seems to be the most likely advance of the age. The development of the flying machine has been extraordinary. It is but a few years since the invention took a practical shape at all. It is hardly more than a few months since a flight of twenty miles was regarded as remarkable. It is only since the present conflict broke out that the usefulness of the airplane in war has been learned. Everywhere among the belligerent nations efforts are being made to improve the character and increase the number of the machines for war service. One of these days the war will end and the warring nations will have on their hands fleets—should the word be "flocks"?—of flying machines. Are they to go to the scrap-heap? Apparently not. Aviation, so greatly developed by the necessities of war-time, bids fair to become a widely used method of travel and transportation. Already it is being experimentally used on both sides of the ocean for mail service, and in this field there is the promise of transmission much surpassing in speed the railway mail service. The construction of machines successfully carrying many tons of bombs shows that the airplane may be used to a considerable extent as a conveyor of some classes of freight. As to passenger service, there seems to be no reason why at an early day this shall not be carried on by the flying machines to a considerable extent. The crossing of the Atlantic is likely to be accomplished during the present year. The time occupied in travel will be cut down surprisingly. Great distances will be covered in a few hours. Mr. C. G. Grey, the editor of *The Aeroplane*, gives us a time-table between London and distant points as follows:—Newfoundland, 1 day; Cairo, 1; Bagdad, 1½; Ottawa, 2; Winnipeg, 2½; Calcutta, 2½; Colombo, 2½; Vancouver, 3; Hong Kong, 3½; Cape Town 3½; Sydney (Australia), 5; Auckland, N.Z., 6.

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