

## BATTLES OF MODERN WAREFARE ARE UPON AN EXTENSIVE SCALE

Encounters Cover so Much Ground  
That Eye Witness Observers Cannot  
Tell Which Side Wins in the Fight

One might suppose, judging from the technical niceties of eye-witness accounts of European battles, that the observer, standing on a hill safely out of range of the guns of both combatants, could gauge the ebb and flow of advantage. Far from such is the case, however, according to William G. Shepherd, correspondent for the United Press, whose articles appearing regularly in the Detroit News. The following taken from the first of his "Confessions of a War Correspondent," now running in Everybody's Magazine, shows how little the observer really knows of the tide of battle until he has been taken into the confidence of the men far behind the lines, who handle the maps and the labyrinth of telephones during the engagement.

"I stood on a hill at Scherpenberg, Belgium, a few miles south of Ypres, in April of 1915 and saw 40 miles of battle. The rattle of rifle fire, the pounding of machine guns and the thunder of thousands of artillery pieces filled the air with sound waves that beat against my very insides. It was a battle; that was all that I knew of it. How it was going, who was winning, what strategy was being used, and what tactics, I did not know. Neither did the officers about me know these things. Two American military attaches who were present seemed to be in equal doubt.

Gen. French Calm and Cool  
"A little man, white-haired and white-mustached, rode up to the foot of the steep slope, dismounted from his horse, and climbed the hill to watch the fighting. He was Gen. Sir John French, commander-in-chief of the British army, creator of the battle we were beholding. He was as calm and cool as any man who viewed the battle that day.

"And I have always doubted whether he could tell from what he saw from the hill how his 40 mile battle was going. Back in his headquarters, thirty miles away, trusted men bending over maps in a room that was lined with busy telephones, were watching the battle and knew exactly what was happening. Couriers came occasionally to the general with despatches that told him what was going on; but I have always felt sure that Gen. French came to the front that day merely to hear the noise and see the physical manifesta-

tion of his own handwork. He was scalloping the line of the 40 mile horizon with shell smoke as a housekeeper with her tiny shears scallops the edge of a table cover.

"It was a sight for any man to see, especially for the men who had created it. Napoleon, Caesar, Alexander—none of them ever saw such a sight as this. In all the landscape before us men were dying like mere germs; human life was at the lowest quotation it has ever been in civilization's history. Somewhere down there poison gas was being used for the first time, so the telephone said. At some point before our gaze 10,000 Canadians, caught in a German trap, were being slaughtered, and at another point 10,000 Germans were being wiped out. Looking through our glasses we could see the legions of trenches the backs of British soldiers, men who were to die in the charge that night.

If Caesar Had Them.  
"Give Caesar this mass of machinery, these massive guns that shoot as far as his cavalry could have moved in half a day, these aeroplanes; these clouds of deadly gas; this network of telephone wires; these wireless towers that talk with the aeroplanes in the sky; these rubber fired horseless chariots that can move 50,000 men 10 miles in one hour; this system of transport ships that run back to England; this hospital system by which a man who is wounded is tenderly carried back to safety and nursed like a baby instead of being left to die or being kindly killed as were the legionaries of Rome; give Caesar this battle line, 40 miles wide and 10 miles thick, with fighting so intense that most of it must be done underground, and how would the great Caesar have finished this afternoon's battle?

"But seeing it gave only meagre understanding of it. Our ears, our eyes, and, to a certain extent, our noses, helped us to sense what was going on, but it was too gigantic to be taken in by the senses alone. The imagination of man working through the centuries had produced this machinery of war, and it was by imagination alone, founded on a mass of small facts, that one was able to understand what this machinery now in full and ponderously terrible operation, was accomplishing. The story which I cabled to America

## STOP DANDRUFF! HAIR GETS THICK, WAVY, BEAUTIFUL

To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff, is merely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a 25 cent bottle of Knowlton's Danderine now—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance, freshness, fluffiness and an incomparable gloss and lustre, and try as you will you can not find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—yes—but really new hair—sprouting out all over your scalp—Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp and it never fails to stop falling hair at once.

If you try to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this.

that night—the first story that had been sent from a battlefield in the course of the war—I made no pretense at telling the military purposes of what I had seen, heard and smelled that day. To tell what the battle meant and how it was going was beyond me, except it was beyond everyone else, except the men bending over the maps at Headquarters. From these men, two days later, I got something of the real story; they were just beginning then to get the facts together.

## POLITENESS PAYS IN AUTOMOBILING

Courtesy in Motor Driving;  
the Recognition of the  
Rights of Others

Courtesy in motor driving is the recognition of the rights of others—either motorist or pedestrian. It is that and more, it is the willingness to yield certain recognized rights of your own.

First, do not hog the middle of the street. Give the other fellow room to go by and when he attempts to pass you do not speed up and perhaps crowd him into a safety zone. Be courteous.

Keep out of the safety zones. They are for the pedestrian. It is up to you to make them safe. Be courteous.

When a fellow comes in from a side street, give him room to turn the corner—do not crowd. When you park behind another car, remember perhaps he wishes to leave before you do. Give him room to get out—don't crowd. When you expect to stop or turn do not keep your intentions secret. Think of the fellow behind. Be courteous.

Do not dodge in and around cars in line in traffic. Remember they were there first, and have just as great a desire to get through as you have. Be courteous.

Do not presume too much when you have the right of way. Perhaps the other fellow does not know it. Be courteous.

Do not cut in front of a street car. Remember the motorman is human and most of them, if you all the courtesy you will teach them. Be courteous.

When you see people on the curb trying to reach a car, or vice versa, slow up, stop if necessary, but let them cross without danger. This is one of the greatest courtesies that will pay the motoring public best. Be courteous.


When a pedestrian does not or will not pay any attention to your horn it is well to remember that the deaf, hundreds of them, use the streets as well as you. Be courteous.

When you have an insane desire to speed remember the other fellows you are passing have just as much right to break the law as you have. Think of the sentiment you are creating against them by your mania. Think of the accidents that may happen by your hitting some other driver coming in from a side street, or pedestrian who does not see you coming. Think of the people in your own car, perhaps who have a fear of speeding and are trying to be game and not let you know it. It is not sport to drive fast in the city. It is the most rank discourtesy to your fellow motorists and fellow citizens. Be courteous.


When a pedestrian sees you coming and deliberately pays no attention to you, remember that some are mentally deficient and you cannot tell them from the clothes they wear. Be courteous.

When you see a child on a curb, slow up. Remember the child can start quicker than you can stop. Be courteous.

Do not open your cutout on the streets during the day. Remember there are many sick people and people on their death beds, which such a sound greatly disturbs. Do not open your cutout at night for you probably remember some night when you were disturbed when trying to sleep by some fool whose



# Pedigreed!



**Big Four**

**\$1190**

**Light Six**

**\$1380**

Prices Effective April 1st, 1917

<p><b>Light Fours</b></p> <p>Touring . . . \$875</p> <p>Roadster . . . \$850</p> <p>Coupe . . . \$875</p> <p>Country Club . . \$910</p>	<p><b>Big Fours</b></p> <p>Touring . . . \$1100</p> <p>Roadster . . . \$1075</p> <p>Coupe . . . \$1075</p> <p>Sedan . . . \$2050</p>	<p><b>Light Sixes</b></p> <p>Touring . . . \$1350</p> <p>Roadster . . . \$1325</p> <p>Coupe . . . \$1325</p> <p>Sedan . . . \$2225</p>
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**Willys Six**

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Four Touring . . \$1650

Four Coupe . . . \$2510

Four Sedan . . . \$2750

Four Limousine . \$2950

Light Touring . . \$2750


Advance in price, Big Four and Light Six models, May 1st, 1917—deferred until July 1st, 1917. No title in correct delivery. Payment to be made in installments throughout the month of April.

All prices f. o. b. Toronto. Subject to change without notice.

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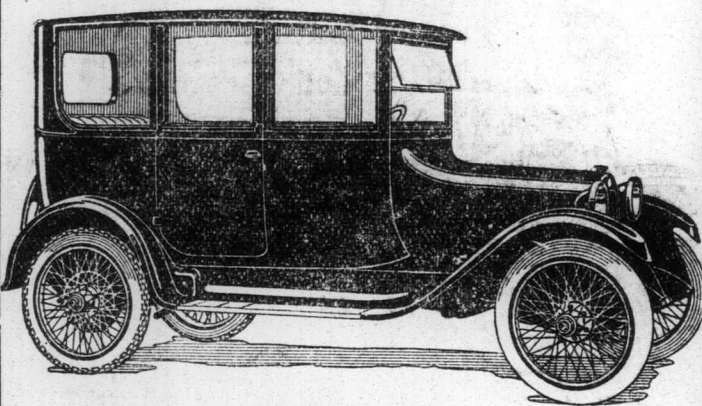
The Overland Big Four of this season and its twin—except for the motor—the Overland Light Six, are the direct outcome of all this development.

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In their new beauty, in their perfected easy riding qualities, in their proven sturdiness and mechanical excellence, in their admitted tire, fuel and oil economy, these cars are worthy of the confidence we have, that they will further enhance Overland prestige.

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Be courteous. And remember that your horn is just a few times worse than your cutout. Be courteous.

Be courteous to police officials and they will more than repay it. And if you do not like the traffic arrangements, remember that perhaps you may be wrong.—Wolverine Automobile Club.—Ford

### MOTING STYLES

Silk waterproof Russian blouses in old pink or blue, having white collars, cuffs and sashes, are new and convenient for touring use. The coats are quite as warm as any of the other proofed materials.

Chatelaine pockets and belts are traveling conveniences women have always appreciated, but as fashion retired them from popularity in leather, they are now made of linen, or any suit material. The belt is narrow and has a metal buckle and slide.

While there are a number of models in motoring corsets to be had, the short ones having the woven wire stays instead of whalebone are very much more comfortable. The wire bone is so woven as to give with each movement of the figure, and it does not rust, break or get out of shape.

Brief cases made of heavy canvas, with five pockets, are used to carry magazines and papers in. They are trimmed with leather.

A leather wall brush pocket, to be

hung in the shelter of the porch, holds a clothes brush at one side, a hat brush at the other and in the centre a long handled shoe duster.

Scotch shawl capes make excellent extra wraps. The capes are cut from the double-plaid shawls in such a way that the fringe serves as a trimming around the bottom, up the fronts and around the collar. The capes are cut in military fashion.

Willow baskets having four aluminum trays for fruit are a great convenience, saving valuable room in the luncheon hamper.

### REAL TRAVEL COMFORT.

Spring is here, and patrons of the Canadian Northern Railway will find renewed pleasure in the compartment-library-observation cars on all its transcontinental trains which not only allow the passenger to gain the full benefit of the wonderful scenery along the route, but also to take advantage of the many new comfort features which have created so much favorable comment among cross-country travellers.

A magazine and library bureau which contains the latest and most popular literature; writing desks with attractive stationery; a Travellers' Shop, with a stock of articles the traveller is likely to find on the trip such as collar buttons, shoe laces, etc., are a few instances while tasty teas and light refreshments may be obtained at very small cost.



## Help the NAVY Win the War—

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### The Royal Naval Volunteer Reserve

and serve in the victorious fleet. Experience not necessary. Canadians on joining are sent to England at once for training.

**PAY \$1.10 a day and upwards—Free Kit—**

Separation allowance as in C. E. F.

Candidates must be sons of natural born British subjects—Ages 18 to 38.

Experienced men from 18 to 45 may enlist for service in the Canadian Naval Patrols to guard Canadian Coasts.

For particulars apply to: COMMODORE EMILIUS JARVIS, Naval Recruiting Officer, Ontario Area, 103 Bay Street, TORONTO, or to the Naval Recruiting Secretary, Ottawa. A-3-17

John Kerman, who is dead at Grimsby, was one of the pioneers in the raising of tomatoes under glass, and made Grimsby hothouse tomatoes famous.

H. Beckman, student pastor for two years of St. Paul's Evangelical Lutheran Church, Galt, has accepted a call to become the regular pastor of the congregation.

**Children Cry  
FOR FLETCHER'S  
CASTORIA**



THE LARGE CHORUS WITH "STOP! LOOK! LISTEN!" AT THE GRAND OPERA HOUSE ON MONDAY, APRIL 10TH.

## "I FEEL LIKE A NEW BEING"

"FRUIT-A-TIVES" Brought The Joy Of  
Health After Two Years' Suffering



MADAM LAPLANTE  
85 St. Rose St., Montreal, April 4th  
"For over two years I was sick and miserable. I suffered from constipation, headaches, and had palpitation of the heart so badly that I feared I would die. There seemed to be a lump in my stomach and the constipation was dreadful. I suffered from Pain in the Back and Kidney Disease.

I was treated by a physician for a year and a half and he did me no good at all. I tried "Fruit-a-tives" as a last resort. After using three boxes, I was greatly improved and twelve boxes made me well. Now I can work all day and there are no headaches, no palpitation, no heart trouble, no constipation, no pain or kidney trouble and I feel like a new being—and it was "Fruit-a-tives" that gave me back my health."

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50¢ a box, 6 for \$2.50, trial size, 25¢. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

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