

Mentioned in Despatches

HOOVER has done a hard job well.

HOWARD E. COFFIN allowed his enthusiasm to outrun his discretion in the matter of aircraft production; he led the country to expect far more than it was found physically possible to accomplish.

J. LEONARD REPLOGLE has made his mark in handling the government's steel requirements; he is one of the most brilliant young steel men in America, and, without any beating of tom-toms, he has rendered notable service in a very vital capacity.

ROBERT S. BROOKINGS, formerly of the War Industries Board, and now head of the price-fixing committee, is regarded as not quite young enough or aggressive enough to meet the strain; his sound common sense, however, has been helpful on various important occasions.

JULIUS ROSENWALD did invaluable work in procuring supplies early in the war, but he now has no authoritative place in the new line-up. He encountered a heartbreaking amount of red tape when he took office, and it is to his credit that he succeeded in eliminating and surmounting much of it.

THE HON. J. AUSTEN CHAMBERLAIN, who has been made a member of the War Cabinet, is the eldest son of the late Joseph Chamberlain, and like his father, has been a prominent figure in British politics. In the last Conservative Cabinet he was Chancellor of the Exchequer. In the Union Government he was Secretary of State for India, but resigned last summer as a result of criticisms over the Mesopotamia Campaign.

COUNT OTTAKAR CZERNIN VON CHUDERITZ, better known as simply Count Czernin, Foreign Minister of Austria-Hungary, has resigned, probably due to the situation which has arisen through the publication of Emperor Charles' letter seeking peace. The Count is a wealthy Bohemian land owner, and is generally credited with being an opponent of the Pan-Germanic policy. In addition to being Foreign Minister, the Count was Premier and Chancellor of the Dual Empire. He is 61 years of age.

J. T. STEVENSON who has just been appointed a Director of the Bardon Pulp & Paper Company, has been connected with that firm for upwards of a third of a century. Mr. Stevenson has been acting for some years as Sales Manager for the company, and is generally regarded as the best informed man in the pulp and paper industry. As a matter of fact, to those in the trade, Mr. Stevenson is regarded as a walking encyclopaedia, as he is thoroughly conversant with all new developments taking place, trade conditions, market values and everything else relating to the industry. He is unusually popular owing to his unflinching courtesy.

LORD MILNER, who becomes the new British Secretary for War has been a prominent figure in the political life of the Empire for a great many years. He succeeds the Earl of Derby, who in turn goes to Paris as British Ambassador. Milner first came into the limelight as British High Commissioner for South Africa. He has been a member of the British War Cabinet with portfolio for the last year and a half. The new Secretary is a forceful, powerful figure, and may be depended upon to carry on an aggressive campaign at the War Office.

SIR HERBERT PLUMER, who is in command of the British army in Ypres, has had to bear the brunt of the latest German attack. Sir Herbert Plumer is generally regarded as the ablest of Haig's generals, and because of this was given command of the very important northern army. It was under his command that the British took Messines Ridge and Passchendaele, and at the same time held the low lying ground against the Huns. Plumer has had experience in the Sudan and in South Africa, and is very highly spoken of by both the civil and military authorities.

LORD LEVERHULME, Chairman of the firm of Lever Brothers, the famous soap manufacturers at Port Sunlight, England, is not only an advocate of daylight saving, but is trying to get a six hour work day. Lord Leverhulme is best known for the model town he laid out at Port Sunlight, but is also known as an art collector. He was first elected to Parliament in 1906, was given a Baronetcy three years ago, and last year created a Baron.

GENERAL G. G. S. CAREY, who stopped the gap in the German advance two weeks ago, to-day finds himself a famous man. At a critical time in the fighting, when the 3rd and 5th British armies had become separated, Carey improvised a force of men from the cooks, orderlies, engineers, drivers and other miscellaneous material which he could get together, armed and organized them and threw them into the gap. He put up such a splendid fight with his non-descript force that the Germans were held up and the situation saved. General Carey is an artillery officer, and served with great distinction through the South African war, being twice mentioned in despatches. In the present war he has been mentioned three times, not including the present tribute from the Premier. It is somewhat significant that in the present fighting Carey, although an artillery man, had no cannon, and simply held up the Germans with machine guns and rifle fire.

CAPTAIN GEORGE F. CAMPBELL, of the Royal Flying Corps, who is aiding the American Government in aviation matters, comes of a remarkable fighting family. At the outbreak of the war the father, Colonel Colin Campbell, of the Scottish Guards, went to the front with the British Expeditionary Force. He was killed in the retreat from Mons, while his three officer sons who went to the front with him were all killed in the fighting in the great retreat. Capt. Geo. Campbell, who was in India with his regiment, went to France, and was severely wounded at Neuve Chapelle. He spent several months in the hospital, and then was discharged as unfit for further service. Not content with this, however, he joined the air service, and for two years has been fighting the Huns in the sky, being forced to quit a little while ago, because of a second serious wound. The Captain's only sister, a nurse, was torpedoed and drowned on the Arabic, causing his mother to die of a broken heart. Capt. Geo. F. Campbell is therefore the only survivor of a family of seven, six of whom have been killed by the Huns.

The following comprise the new permanent Tramways Commission, appointed by the Lieutenant Governor in Council:

JUDGE SAINT-CYR.—Judge Joseph Fortunat Saint-Cyr was born at St. Johns, Que., in 1875. He was educated at the Sulpician College in Montreal, and was called to the Bar in 1900. From 1900 to 1903 he was a member of the firm of Gosselin & Saint-Cyr, St. Johns, Que. From 1903 to 1905 was with A. D. Girard, of St. Johns, and from 1905 to 1909 practised there alone. He was appointed District Magistrate of Iberville and Beauharnois, June 21, 1909. During the illness of the late Judge Ulric Lafontaine in 1914, Judge Saint-Cyr acted as police-magistrate. In June last he was appointed Judge of the Sessions and Police Magistrate for the District of Montreal, which position he occupies at present.

PROF. L. A. HERDT.—Prof. L. A. Herdt, Macdonald professor of electrical engineering at McGill University, was a member of the valuating committee of the original tramways commission. He is also chairman of the Electrical Commission of Montreal, being the appointee of the Provincial Government, the other two members representing the city, and the interested companies.

MR. J. S. ARCHIBALD.—Mr. John S. Archibald, architect, came to Canada from Scotland in 1893. He is past president of the Province of Quebec Association of Architects, and a member of the permanent committee of the International Association of Architects.

SIR SAM FAY.—At the present time, when the movement of troop trains and munitions is more important than anything else interest naturally centres on Sir Sam Fay, formerly General Manager of the Great Central Railway of Britain, and now in control of all troop and munition trains in Great Britain. Since the commencement of the big offensive a few weeks ago, hundreds of thousands of men, as well as their guns and equipment, have crossed from England to France. Sir Sam Fay began his railway career as a clerk, working his way up to General Manager of the Central Railway Company. He is recognized as an authority in England on all phases of transportation matters, including docks, railroads and engineering work.

THERE'S SOMETHING IN THE ENGLISH AFTER ALL.

I've been meditating lately that, when everything is told,
There's something in the English, after all;
They may be too bent on conquest, and too eager after gold,
But there's something in the English, after all;
Though their sins and faults are many, and I won't exhaust my breath
By endeavoring to tell you of them all,
Yet they have a sense of duty, and they'll face it to the death,
So there's something in the English, after all.
If you're wounded by a savage foe and bugles sound Retire,
There's something in the English after all;
You may bet your life they'll carry you beyond the zone of fire,
For there's something in the English, after all;
Yes, although their guns be empty, and their blood be ebbing fast,
And to stay by wounded comrades be to fall,
Yet, they'll set their teeth like bulldogs and protect you to the last,
Or they'll die—like English soldiers—after all.
When the seas demand their tribute, and a British ship goes down,
There's something in the English, after all;
There's no panic rush for safety, where the weak are left to drown,
For there's something in the English, after all;
But the women and the children are the first to leave the wreck,
With the crew in hand, as steady as a wall,
And the captain is the last to stand upon the sinking deck,
So there's something in the English, after all.
Though the half of Europe hates them and would joy in their decline,
Yet there's something in the English, after all;
They may scorn the scanty numbers of the thin red British line,
Yet they fear its lean battalions after all;
For they know that, from the colonel to the drummer in the band,
There's not a single soldier in them all
But would go to blind destruction, were their country to command,
And call it simply duty—after all.
—Bertrand Shadwell.

THE NEW NORTHERN REVELATION.

It is understood that the tour-de-luxe this year will be Alaska, the wonderful country of unlimited attractions for the tourists. To those desiring to know something regarding this wonderful trip, the cost and all particulars, the Grand Trunk Pacific Railway has issued a comprehensive publication, profusely illustrated with reproductions from photographs of scenes en route, and with a full description of the trip. It also contains interesting information that the traveller would like to know when contemplating a trip like this, and has a splendid map printed in five colors, of the North Pacific Coast.

In addition to the publication on Alaska, the Grand Trunk Pacific has also issued a beautiful booklet entitled the "North American Alps," which gives the reader a clear conception of the route through the Canadian Rockies over this newest of the Transcontinental lines.

Copies of these interesting publications can be had free by writing to, or calling on, M. O. Dafoe, 122 St. James St., Montreal.