

HAIG'S APPEAL TO HIS MEN

LONDON, April 12.—Field Marshal Sir Douglas Haig, in a special order of the day addressed to "all ranks of the British army in France and Flanders," says: "Three weeks ago today the enemy began his terrific attacks against us on a fifty mile front. His objects are to separate us from the French, to take the Channel ports and to destroy the British Army."

"In spite of throwing, already, one hundred and six divisions into the battle and enduring the most reckless sacrifice of human life, he has yet made little progress towards his goals."

"We owe this to the determined fighting and self-sacrifice of our troops. Words fail me to express the admiration which I feel for the splendid resistance offered by all ranks of our army under the most trying circumstances."

"Many among you now are tired. To those I would say that VICTORY WILL BELONG TO THE SIDE WHICH HOLDS OUT THE LONGEST. The French army moving rapidly in great force to our support. There is no other course open to us but to fight it out."

"EVERY POSITION MUST

BE HELD TO THE LAST MAN. There must be no retirement. With our backs to the wall and believing in the justice of our cause each one of us must fight to the end. The safety of our homes and the freedom of mankind depend alike upon the conduct of each one of us at THIS CRITICAL MOMENT."

TRANSPORTATION OF U. S. TROOPS IS ACCELERATED.

Washington, April 8.—Transportation of American troops to France already is proceeding at the accelerated rate contemplated by the speeding up measures taken after the battle of Picardy began. Acting Secretary Crowell made this statement today, but would give no details.

The speech of the British Prime Minister dealing with the fighting in Picardy, the resolute strength of the opposing armies, the reasons why the Germans were able to advance, which it would be hard to find the need for more men, and in a parallel in history.

The report is based on an accumulation of evidence and shows that prisoners have been employed constantly under fire. Through shell fire and that many have been killed by British guns, that questions which the people in


Allied countries have been asking for the last two weeks. The Prime Minister presents the gravity of the war situation frankly, but without pessimism. The speech is vibrant with high purpose and well reflects the resolution of the Empire. It is a new call to arms, a demand for still greater sacrifice, yet in its entirety the message is both steady and encouraging.

BRUTAL TREATMENT OF CAPTIVE BRITISH.

Germans Enslave and Starve Prisoners of War, Subjecting Them to Untold Cruelties.

LONDON, April 12.—How British prisoners of war in Germany are enslaved, starved and subjected to untold cruelties, is related in an official report of a Government committee made public today. The detention and employment to non-commissioned officers and men captured on the Western front, the report, "have brought to the attention of the public the suffering of unjustifiable suffering for which it would be hard to find a parallel in history."

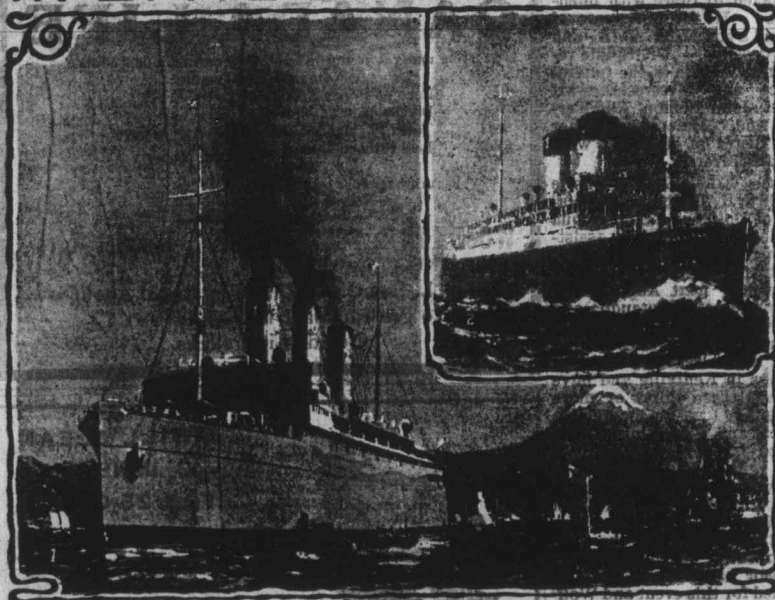
The report is based on an accumulation of evidence and shows that prisoners have been employed constantly under fire. Through shell fire and that many have been killed by British guns, that questions which the people in



All but Hands and Face.

The self-made merchant said to his son, "Of course clothes don't make the man, but they make all of him except his hands and face during business hours." You may not think your advertising a very important matter, but it is all strangers see of your business and they will judge you by it. If you use your advertising space judiciously, these strangers will come to you to deal and become acquainted with you. Advertising is the best means to enlarge your business acquaintance.

IN SPITE OF THE KAISER



(1) C. P. O. S. Pacific Liner which made a speed record a few weeks ago.
(2) C. P. O. S. Atlantic Liner.

THE claim made by Kaiser Wilhelm and his satellites that the British merchant fleet is disappearing from the ocean seems particularly ludicrous in the case of the fleet most closely associated with Canada, namely that of the Canadian Pacific Ocean Service, which so far from disappearing has actually increased its tonnage since the beginning of the war by nearly 30%. No fewer than 15,000 men are employed with approximately 10,000 dependents, and the numbers are steadily increasing.

Taking the Atlantic fleet first. At the outbreak of the war the steamships of the Allan Line and Canadian Pacific Co. (now known as the Canadian Pacific Ocean Service) numbered 35, with a gross tonnage of \$15,000,000. The value of these fleets to the British Empire in war-transport work has been incalculable, and the earliest possible advantage was taken of it by the British Government. Almost from the moment of declaration of war on the 4th August, 1914, a large proportion of the fleet was requisitioned, including the larger and newer vessels then in service. Two of the largest and fastest of the Allan Line steamers were immediately put into commission as armed merchant cruisers. "The Empress of Russia," "Empress of Asia," "Empress of India," and "Empress of Japan" were immediately fitted out as armed cruisers. Many of the other vessels of the joint companies were loaned to the British Government and employed in transporting supplies and communications not only across the Atlantic but all over the world from the Far West to the Far East. Notwithstanding this great call on the Canadian Pacific and Allan Line resources, these companies have not only maintained but have increased their fleet and tonnage and have been able to continue to provide the most efficient service of mail and passenger and freight transport.

large supplies of troops, stores, munitions of war. From the outbreak of war down to the present day the Canadian Pacific and Allan vessels engaged on troop and similar work have transported no fewer than 100,000 troops and passengers from Europe to Canada, the Mediterranean, India, China, Egypt, Gallipoli, Mesopotamia, or across the Channel, or to the Pacific. Up to the same moment the companies' vessels since the outbreak of war have steamed over 1,200,000 miles and have carried over three million tons of cargo, munitions, supplies, etc. These figures indicate no mean contribution to the "carrying on" of the war, and constitute a splendid tribute to what Canada—Britain's Nearest Dominion—has tried to do to help the Mother Country in her hour of need. Add to this the fact that these ships have been carrying in "backloading" every case large quantities of munitions from the United States to Europe, the value of the contribution of the companies under notice and of the great parent company—the C. P. R.—cannot be overestimated.

The Canadian Pacific Fleet, although suffering but a slight diminution of tonnage by the act of the King's enemies, has been gradually increasing by purchase or building up. At the outbreak of the war, the C. P. R. had a fleet of 35 ships, of which the Allan Line and Canadian Pacific numbered 25 steamers, with a gross tonnage of \$15,000,000. Whilst further orders have been placed for four more of still greater tonnage. Services are being steadily maintained carrying mails for the different parts of the Dominion and the outer European ports of the Allied countries. Every goods within the power of the Canadian Pacific is being used to maintain the export trade and the importation of necessities for the use of the people at home.

The recent announcement by the Canadian Pacific Ocean Service of the operations of the Allan Line results

the fact that the Allan Line was one of the first companies to put actually the first to effect a direct service between Great Britain and Canada. The founder of the Allan Line was Captain Alexander Allan, who in 1822 sailed from Glasgow to Quebec in the brig "Janet" in search of cargo for his vessel. In 1823 the sailing vessel of the Allan Line was replaced by steamships in the Canadian Pacific trade. As showing the progressive tendencies of these hard-headed and tenacious Scottish founders of the line, it is worthy of note that the Allan Line has been pioneer (A) in the adoption of steel in the construction of its vessels; (B) in the adoption of the turbine as a mode of propulsion; (C) in the adoption of twin screws on its steamers; and (D) in the adoption of electric lighting.

The founder's family, now headed by Col. Sir Montague Allan, C.V.O., and his cousin, Mr. H. A. Allan, always adopted a progressive policy, with the result that steady increase in the size and speed of steamers has been witnessed whenever additions to the fleet were made, and these additions have gone much to stimulate the demand for passenger and cargo accommodation on the Atlantic service to Canada.

Manila, in the Philippines, has also been of late brought into the service, as one of the numerous ports of call in the East, and the company is steadily but hardly working up a strong and useful service on the Pacific, which cannot but be of the greatest advantage to the Pacific trade in general. On the Atlantic, the C. P. R. instituted its own direct service in 1903 by the purchase of the Atlantic vessels of the Elder Dempster Steamship Line, a service which has grown to its present proportions and which now includes some of the finest passenger and cargo carrying vessels plying between Canada and the Mother Country.

have not been provided with adequate shelter; have often been shot and that deaths from starvation and overwork have been constant.

French prisoners have been subjected to the same treatment. Some of the prisoners received neither letters nor parcels for eight or nine months after their capture. Last November there was in the Limburg station between 18,000 and 20,000 undelivered parcels for British prisoners.

BRITISH AVIATORS BOMB LUXEMBURG.

Dropped More Than a Ton of Bombs on the Railway Station There.

LONDON, April 11.—British aviators today dropped more than a ton of bombs on the railway station at Luxembourg. In reporting on aviation activities on the battle front Wednesday, the official statement on aerial operations says that eight enemy airplanes were accounted for and that seven British machines are missing. The statement follows:—

"The weather Wednesday was very unfavorable for flying, but as soon as it was possible to leave the ground our airplanes went out to reconnoitre the battle front. Useful information was brought back as to the position of the enemy's fire. Enemy low flying machines circled over our troops, which were attacked with bombs and machine gun fire. Enemy low flying machines were active on this front. Three were shot down in our lines by infantry, four were brought down by our airplanes and one was driven down out of control. Seven of ours are missing.

"At midday today we raided the Luxembourg station and over a ton of bombs were dropped. Several were seen on fire and around the station. All our machines returned."

\$500,000 GIFT FROM AMERICAN TO OUR RED CROSS.

Washington, April.—The American Red Cross today authorized a gift of half a million dollars to the Canadian Red Cross for war relief work.

The gift was made without restriction but the American Red Cross expressed the hope it would be possible to use the fund for the relief of the Canadian soldiers at the front. The letter accompanying the contribution expressed the feeling of sympathy and admiration of the American people for the part taken by the Canadian Red Cross and the Canadian people in the war.

HUNS MISTAKEN IN THEIR DEITY.

Carbondale, Ills., April 4. In an address here tonight William Howard Taft, former President, declared the United States to be fighting "The German people, led by William Hobenzollern; adding, "that Germany has mistaken the Devil for God."

MORE THAN HALF SHOT.

The old soldier was telling of his thrilling adventures on the field of battle to a party of young fellows, one of two of whom were sceptical as to his veracity.

"Then," he said, "the surgeons took me up and laid me carefully in the ammunition wagon, and"

"Look here," interrupted one of the doubtful listeners, "you don't mean the ammunition wagon. You mean the ambulance wagon."

But the old man shook his head.

"No," he insisted; "I was so full of bullets that they decided I ought to go in the ammunition wagon."

Minard's Liniment Cures Dandruff.

A REVELATION



A REVOLUTION.