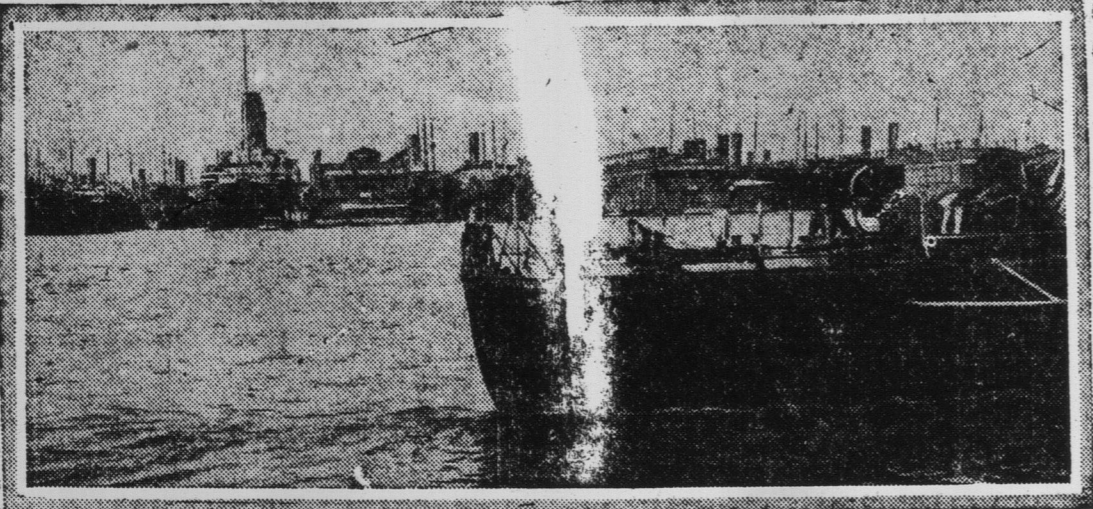


GUARDS INTERNED GERMAN SHIPS



GUARDING INTERNED GERMAN SHIPS

The United States destroyer No. 33 anchored in the East River, New York, off the Hoboken piers of the Hamburg-American and North German Lloyd line, where many German merchant vessels are interned. The photograph shows the forward deck gun of the destroyer trained on the interned ships. Photo passed by the United States naval censor.

600 Canadians Join Air Corps, And More Follow Every Day

Birdmen Fly, Machines Are Built, Army of Mechanists Grows Steadily Stronger — Busy at Borden, Long Branch and Elsewhere — Canadian Corps May Muster 5,000 by Fall

(Toronto Star.) More than 400 men from Canada have joined the ranks of the Royal Flying Corps since this branch of the Imperial service commenced recruiting in February. Members of the corps are leaving the recruits depot in old Givens street school on Shaw street almost every day for Camp Borden, Long Branch, and for another camp at Deseronto. Camp Borden, so far as the Royal Flying Corps is concerned, is in full swing. There are a number of machines in action every day. At Long Branch there is a detachment of 100 men, and aviators are flying over the surrounding country every day.

Many Instructors. More than 150 non-commissioned officers in addition to the headquarters staff, came over from England as instructors, and they all belong to the Imperial army. Among them are aviators, artificers, mechanics, and all kinds of skilled artisans in connection with the business of flying. The size of this branch of the Imperial army in Canada is only to be regulated by the number of men who join its ranks. The officers have no idea of the limit, and the strength of the corps in Canada, providing the men can be obtained, will reach 6,000 before next fall. This summer it is probable that 800 other planes will be in service in Canada under the direction of the Royal Flying Corps.

On January 25 this year, Lieut. Col. C. Hoare, with a party of officers, fifty trained air mechanics and several aeroplanes, arrived in Toronto. It was announced that, following the appropriation by the Imperial government of \$10,000,000 for aviation purposes, a branch of the Royal Flying Corps would commence organization in Canada. The Imperial Munitions Board was entrusted by the British government with the spending of the money for camp sites, buildings, machines, etc., connected with the enterprise, and Frank Baillie was appointed director of aviation for the aviation branch of the board. Other non-commissioned officers were brought over from Great Britain, and developments on a big scale were foreshadowed in Canada for this branch of the service. Offices were established in the Imperial Life Building, both by the Aviation Department of the Imperial Munitions Board and the officers of the Royal Flying Corps. Almost immediately the Munitions Board made arrangements with the Militia Department to use Camp Borden and Long Branch as aviation schools. Later quarters were obtained in the Mining Building of the University of Toronto for a training school during the winter months. The Imperial officers were very reticent as to their business, but this evidently did not mean that there was inactivity. On February 11 a public recruiting campaign was launched, and old Givens street school was obtained as a barracks for the recruits until the summer camps opened and for a depot afterwards.

It is just two months since the staff officers arrived here. Up to date, over 600 men from Canada have joined the corps, eighty-five during one day alone this week.

Hive of Industry. Machines are in operation at Camp Borden and Long Branch, the recruits depot at old Givens street school is a hive of industry, and the staff officers have taken larger quarters in the Imperial Oil Building on Church street, and the aviation branch of the Imperial Munitions Board is located near them in the same building.

The purpose of the British government is expressed officially by the officers as follows: "The aim and object of engaging mechanics for the Royal Flying Corps in Canada is to provide the necessary personnel for the upkeep of a number of reserve squadrons, which will be used to train pilots in Canada for service with the Royal Flying Corps in the field at the different squadron headquarters." "It is called 'a new wing of National Service in the Dominion.' It is evidently an attempt to make the various flying units in Canada self-supporting as far as mechanics are concerned. The number of mechanics needed for a squadron of machines illustrates the importance of the skilled mechanic in connection with this branch of the service. There are, according to the present organization, about 150 men in a squadron. About thirty of these are

destined to be aviators. The men who are to be trained as aviators and who, when qualified, are given the rank of second flight-lieutenant, are known during the training as cadets. The cadets wear a distinctive white badge around their cap. These are the aviators in training. Others who have not this badge are mechanics of the various grades.

Five Mechanics, One Aviator. Judging from the present organization, the proportion is about five mechanics to one aviator. A great factory for the construction of aeroplanes is nearing completion on Dufferin street by the Canadian Aeroplanes Co., and under the direction of the Imperial Munitions Board machines are being built in Toronto now, and others have been imported from the United States to keep pace with the present training requirements. All kinds of mechanics are needed—blacksmiths, carpenters, copper-smiths, motorcycle fitters, electricians, engine fitters, millwrights, machinists, tinsmiths, cabinet-makers, sailmakers, metal-turners, painters, vulcanizers, and almost every skilled mechanic imaginable. A flying machine and its parts may be visualized from the list of mechanics needed. The pay varies from \$1.10 for third class mechanics, to \$2.80 a day for a warrant officer. Separation allowances are provided, and Canadian citizens and families of the men are entitled to Patriotic Fund allowances.

As one of the foremost officers in the corps said: "It is a splendid opportunity to good pay for a mechanic to make himself an expert in this line of work." The after-war utility of this service will depend on the Canadian government. There will be a great number of Canadian aviators, with all the various craftsman desired for the business, at the disposal of the government, if they make the service attractive enough, either for military or commercial purposes.

Lieut. Col. C. Hoare is the commanding officer, with headquarters staff of officers Major D. A. Allan, Major M. D. Methven, and Capt. J. S. Scott. Capt. G. H. Bonnell has charge of the recruiting depot at Givens street school. They are all Imperial officers.

HEBREW PLAYS WERE WELL PRESENTED

Unusual Entertainment, in Aid of Russian Refugees, as Part of Passover Celebration

Two one-act plays, several specialties and orchestral numbers afforded a very pleasant evening to about 600 Hebrew residents of the city who gathered at the Victoria hall last evening for the entertainment and dance given as part of the Passover celebration under the auspices of the ladies' committee of the Russian Refugee Fund. The proceeds will be for relief among the Hebrew people of Russia.

Orchestral selection. Chorus—In Russia—Entire company. Chorus—in America—Entire company. Orchestral selection. First sketch, The Everlasting Faith (drama). Scene—A house in a small Russian town. Characters: Maisha Karalie, the Everlasting Jew. His wife ..... Mrs. N. King. Their son, Patshke ..... H. Ungar. His grandfather ..... A. Garson. A priest ..... I. Aronoff. A peasant, Paf ..... L. Gilbert. A servant ..... Miss B. Corber. A Russian gendarme ..... J. Freedman. Specialties—Reading, H. Ungar; song, Shainik; a Nadova, the Misses Y. and N. Tanzman. Second sketch—Congratulations (comedy). Scene, A kitchen. Characters: The cook ..... Miss Y. Tanzman. Rob Alter, a book dealer ..... N. King. Fraidel, the maid ..... Miss Holtzman. Chien, janitor from next door ..... H. Ungar. The mistress of the house, Miss B. Corber. Song, Miss Tanzman and entire company. Directed by Nathan King.

Fellow Citizens Honor Ministers

Fredericton, April 11.—The Hon. J. P. Byrne, attorney-general, and P. J. Veniot, minister of public works, were given a very enthusiastic reception Saturday upon their return to Bathurst from Fredericton, where they had been sworn in as members of the government.

On Monday night following the C. M. B. A., of which Mr. Veniot is a very prominent member, gave him a reception, which was participated in by his opponents as well as his supporters, and took occasion not only to congratulate him upon the honor that had fallen to his share, but also to present him with a handsome gold-headed cane.

Not to be outdone by their associates, the Catholic Order of Foresters at a later hour presented the honorable minister with a pipe and pouch. The civic authorities of the town of Bathurst at their meeting passed a resolution of congratulation to both the attorney-general and minister of public works and afterwards invited them to the Opera House, where a civic address was presented to them. Both members of the government replied in suitable terms and the proceedings were entertained later by a serenade from the band and congratulations from numerous friends.

RECENT WEDDINGS

A wedding of much social interest was solemnized in the presence of the immediate relatives of both parties, at 4:30 o'clock yesterday afternoon, at the home of the bride's parents, Mr. and Mrs. Charles Sherman Phillips, 342 Main street, when the Rev. S. S. Poole, of Germain street Baptist church, united in marriage their only daughter, Gertrude Hannah, to Major Percy Douglas McAvity, of the 26th battalion, elder son of Mr. and Mrs. Stephen Simont McAvity. The bride, who was unattended, was very prettily attired in white tulle, trimmed with orange blossoms, with a silk

Is this in Your Parcel?

Anyhow be sure to include some Zam-Buk in your next parcel to the men in the trenches. Zam-Buk is "a complete surgery within a two-inch box." Sapper G. T. Webster, 2nd Field Co., Canadian Engineers, writes: "I cannot get along without Zam-Buk. It's just splendid for fixing up sores, cuts, sprains, etc." Sergt. Bremner, of the 8th Canadian Mounted Rifles, writes: "We find Zam-Buk invaluable for cuts, sores, blisters, etc. The men should never be without this wonderful healer."

The soldier who carries a box of Zam-Buk in his pocket will be saved much unnecessary suffering. Instant application of this anti-septic balm to a wound prevents all possibility of festering and blood-poisoning. Its magic aid will save a soldier from reporting sick. Zam-Buk is the soldier's ideal first aid, because it is a most wonderful healer and is so concentrated that a little of it goes a long way.



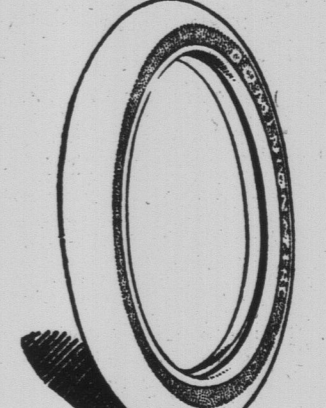
All its goodness comes from rare herbal essences. Zam-Buk is not diluted with rancid animal fat like common ointments are, and will therefore keep for an indefinite period. Keep a box of Zam-Buk always handy at home. It is equally good for eczema, ulcers, boils, chronic sores, ringworm, pimples and piles. All druggists and stores, or Zam-Buk Co., Toronto; 50c. box, 3 for \$1.25.

FREE Send this coupon, name of paper and 1c. stamp (for postage) to Zam-Buk Co., Toronto, and FREE trial box will be sent.



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Though they get but scant attention in these days of anti-skids, Plain Treads are the real basis of tire value. Compare



DOMINION PLAIN TREAD TIRES

with any other plain tread and you will get at the fundamental reason why ALL Dominion Tires stand out so decidedly above all others of corresponding type.

The secret of mileage is built right into them! Every ounce of rubber is pure, and free from all foreign matter. Every inch of fabric is clean and perfect, without a single weak or broken thread, twisted strand or oil-spot. Every process is carried out scientifically, by experts, under vigilant inspection.

This is the tire that has proved so economical and serviceable where conditions justify a plain tread — and that forms the basis of our three famous anti-skids:—

- "NOBBY" TREAD: 90% puncture proof. Of heavy construction and in low mileage cost class. Users willing to pay additional price obtain maximum mileage and practical freedom from punctures and other annoyances.
- CHAIN TREAD: The famous anti-skid. The cup-like shape of the links gives gripping and suction abilities that develop remarkable traction and anti-skid properties. Most efficient tire in its price class.
- DOMINION TREAD: Gives extra mileage. Costs but little more than the Plain Tread, and is a thoroughly dependable anti-skid. Has the most rubber where there is most wear—on the tread.

Choose the Dominion Tires that best meet your conditions and needs, and you will get that superior service which is built right into every tire we make.

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