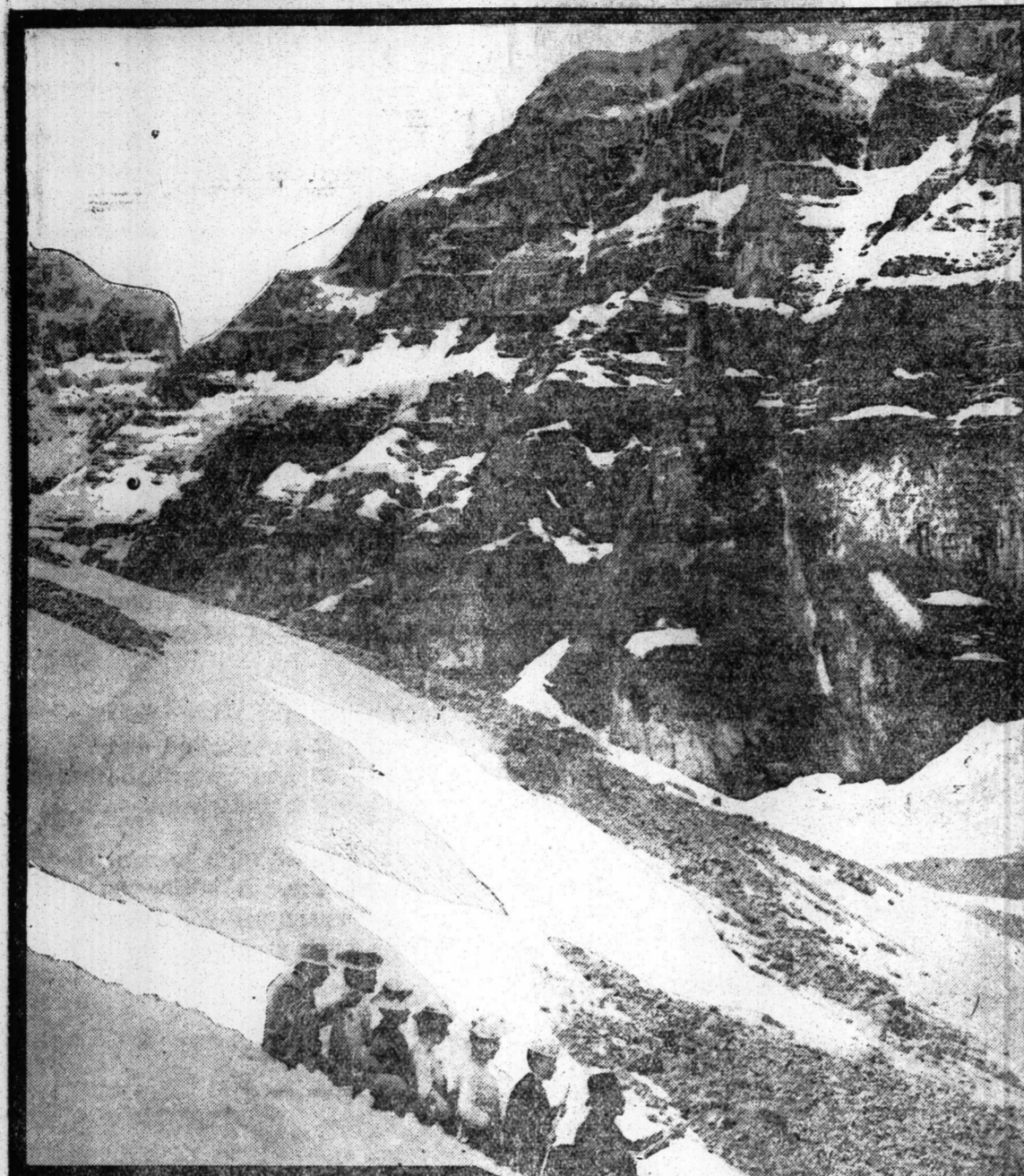


RECENT BRITISH ADVANCE ON WESTERN FRONT



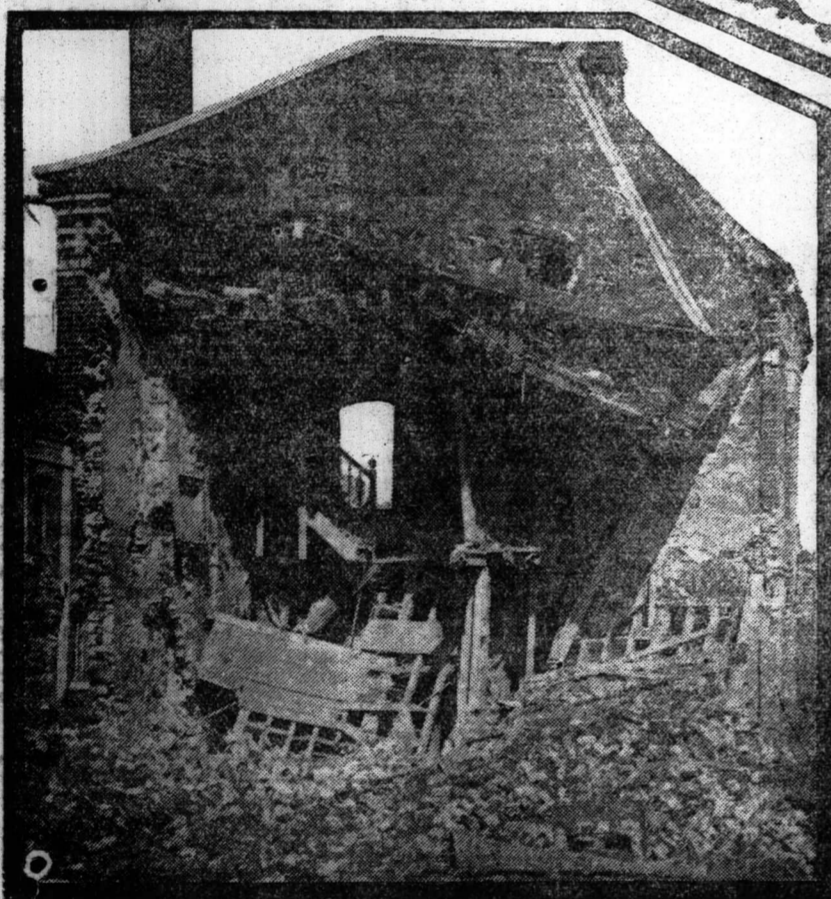
WHERE THE ALPINE CLUB WILL CAMP

THE Annual Camp of the Canadian Alpine Club will be held next July in the Cataract Valley, one of the most beautiful regions of the Canadian Rockies—the main camp being pitched at an altitude of 5,700 feet above sea level, three and a half miles from the station at Hector, on the Canadian Pacific Railway, surrounded by Mount Victoria 10,454 feet, Pope's Peak 10,360 feet, and right under the spectacular obelisk of the Watch Tower 8,000 feet. A subsidiary camp will also be pitched close to Lake O'Hara, at an altitude of 6,700 feet. It was on the shores of this lake that J. S. Sargent, the famous American landscape painter, camped last summer, finding in the peaks and glaciers which surrounded its emerald waters the inspiration for some magnificent canvasses. The lake is more rugged in character than the better known Lake Louise, but is considered by those who have seen it to be just as beautiful. From its shores rise the peaks of Mount Odesay 10,165 feet, Mount Huber 11,041 feet, Mount Victoria 11,365 feet, and several others under 10,000 feet. In a hanging valley directly below Mount Biddle, at an altitude of 7,359 feet,

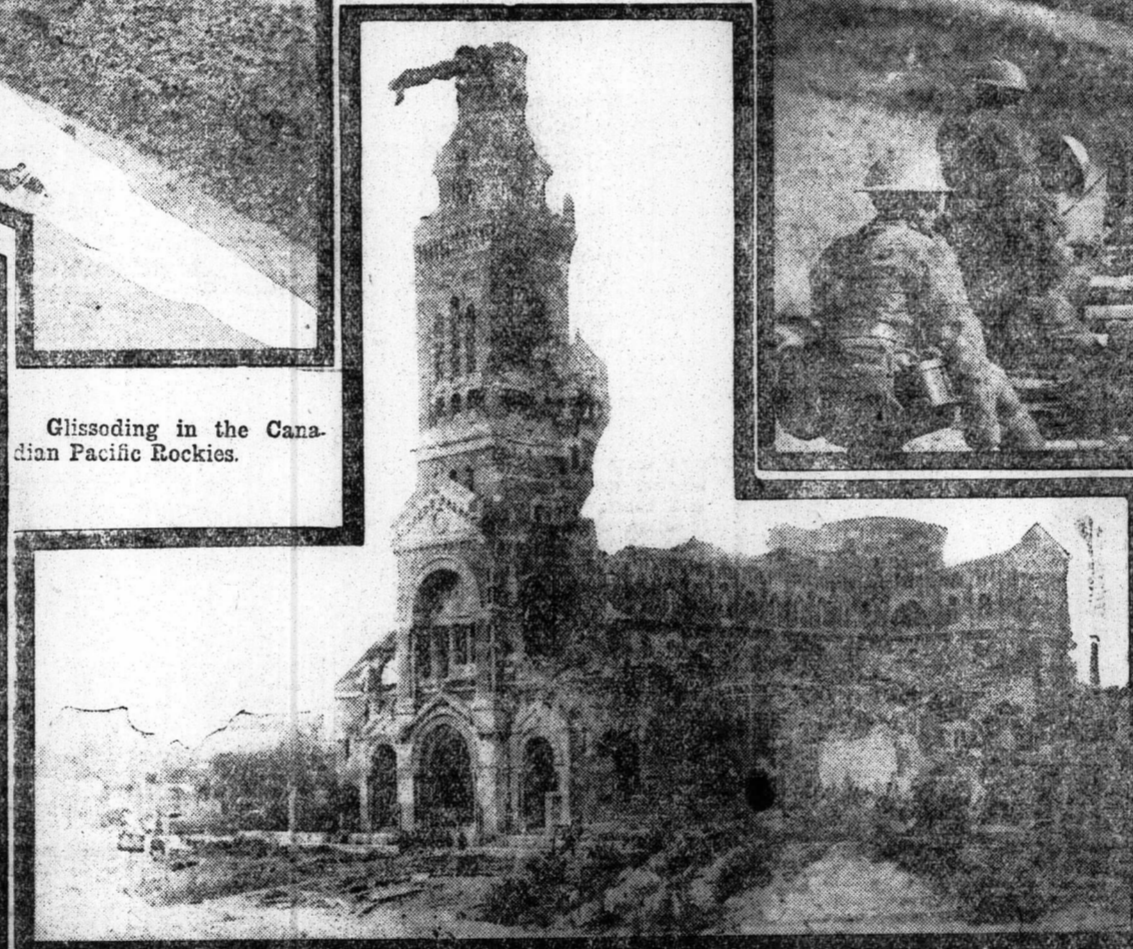


Unloading Ammunition.

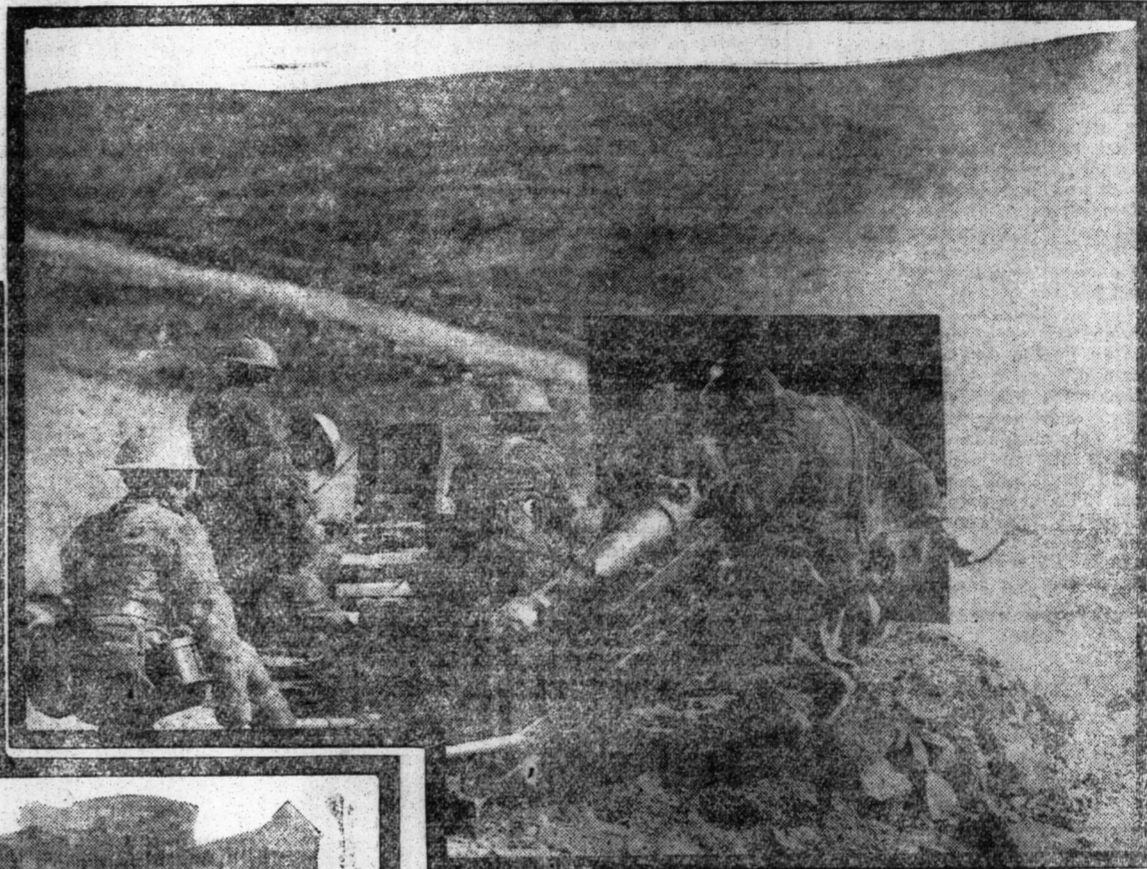
—Photo by courtesy of C. P. R.



Glissading in the Canadian Pacific Rockies.



General View of the Church in Albert, France.

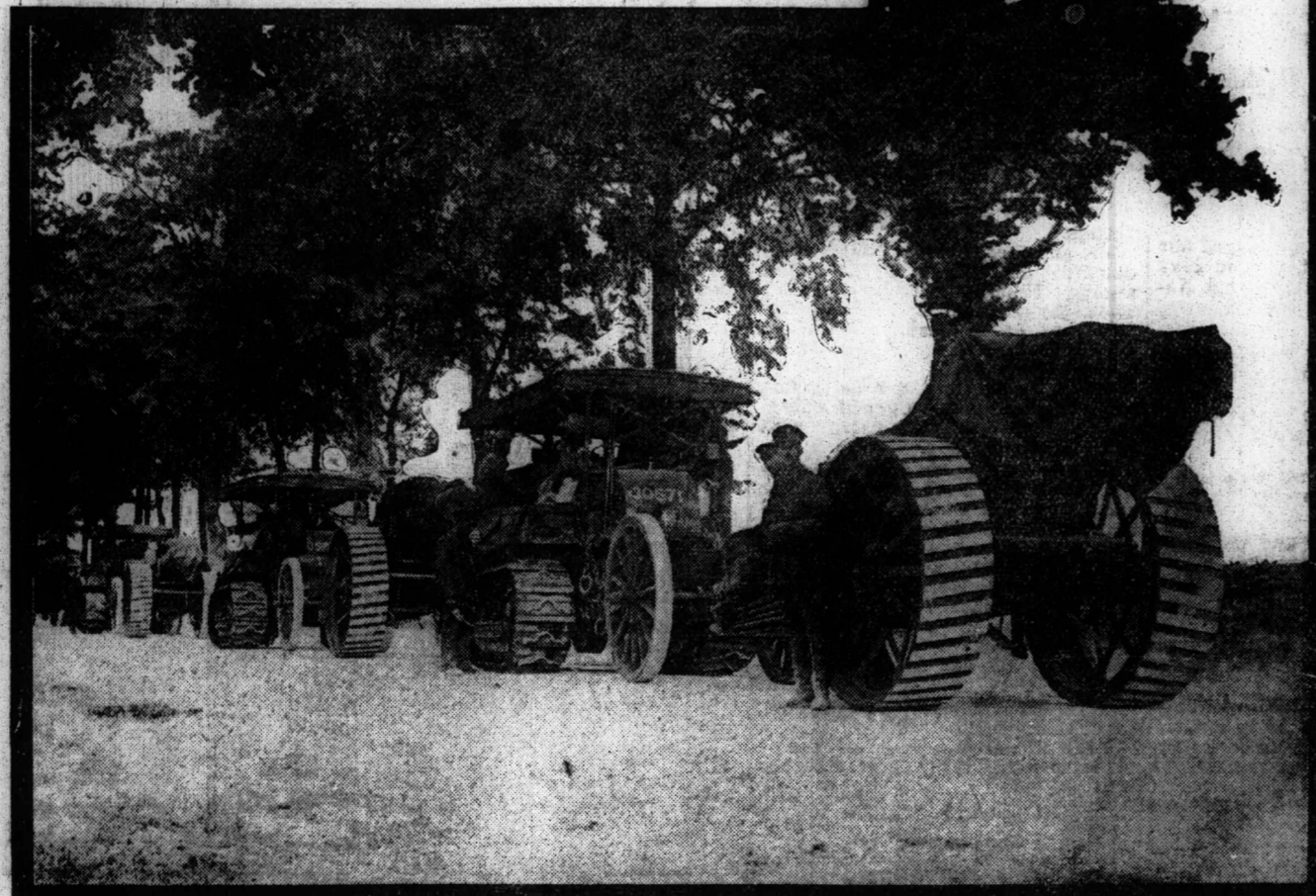


Fighting on the Balkan Front—Firing a Mountain Gun.

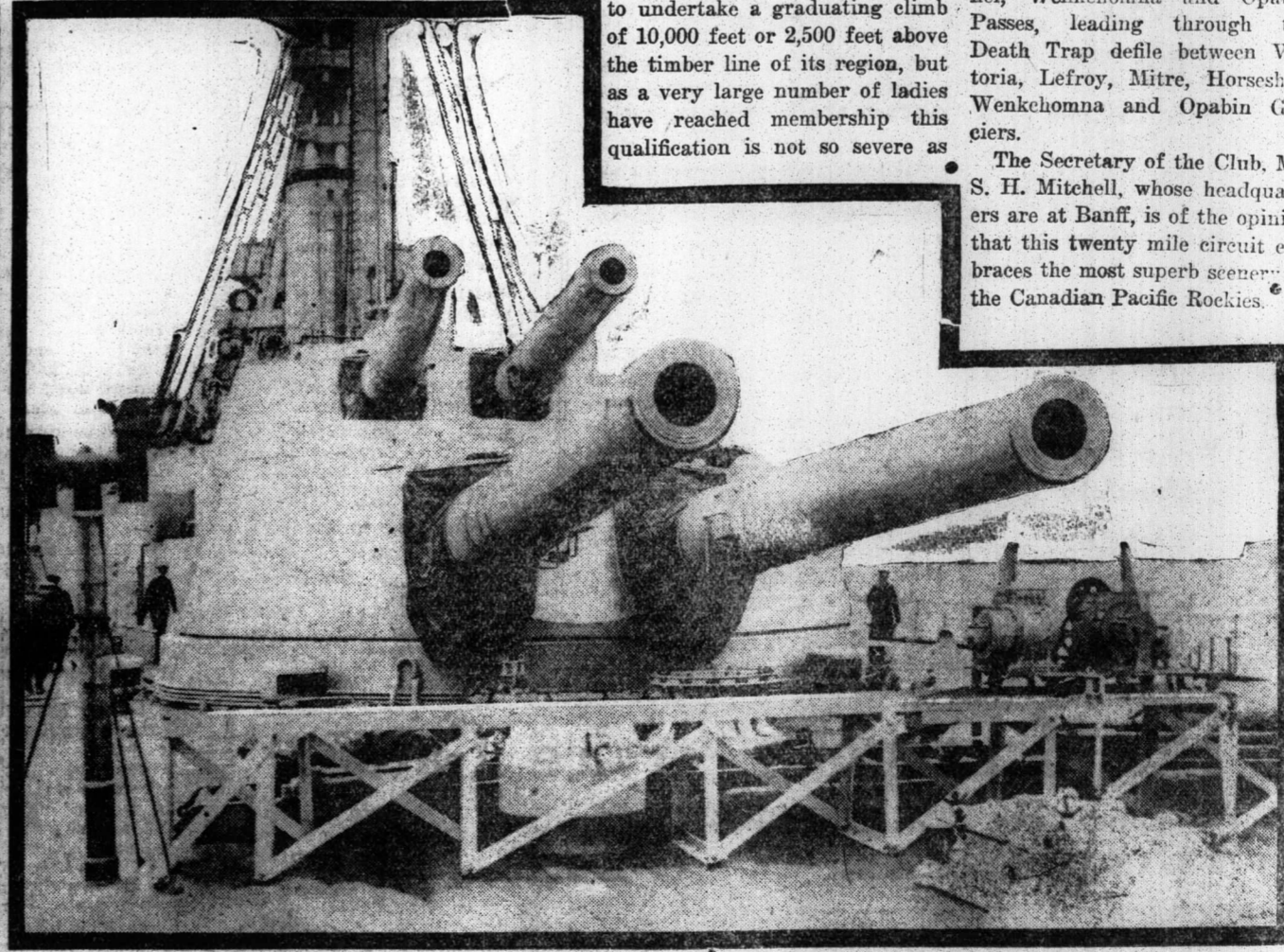
—Photo by courtesy of C. P. R.

The Fall of Bapaume—Ruined Houses.

—Photo by courtesy of C. P. R.



MORE BIG GUNS FOR BRITISH FRONT.



NAVY IN WAR TIME (15 inch guns).

and easy of access from the Camp, lies Lake McArthur, a typical glacial lake of exquisite corulean lakes. Although many members of the Canadian Alpine Club are serving their country at the front, it has been decided to maintain the Annual Camp, which was successfully carried on, though with diminished numbers, in 1915 and 1916. Those who wish to become full-pledged active members have to undertake a graduating climb of 10,000 feet or 2,500 feet above the timber line of its region, but as a very large number of ladies have reached membership this qualification is not so severe as might be imagined. The Club House is at Banff, and opens on June 15th. Many of the members go to the Camp in the Club House grounds before taking part in the Annual Camp, so that they can make some practice climbs before taking part in the more strenuous work of the official programme. One of the features of that programme will be a two-day expedition over the Abbot, Mitre, Sentinel, Wenkehonna and Opabin Passes, leading through the Death Trap defile between Victoria, Lefroy, Mitre, Horseshoe, Wenkehonna and Opabin Glaciers. The Secretary of the Club, Mr. S. H. Mitchell, whose headquarters are at Banff, is of the opinion that this twenty mile circuit embraces the most superb scenery in the Canadian Pacific Rockies.

AIRSHIP

Today, when battle-planes scouts soar by the thousand the battlefields of Europe, it is curious thing that there is about the principles of a construction and the navigation of the air that are unknown or derided.

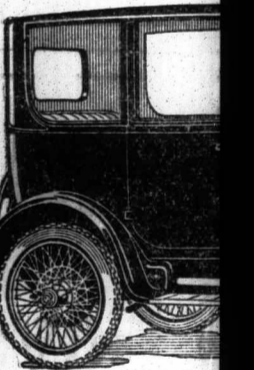
True, the aeroplane is on a tenuous practical basis, now, been placed on that basis, painful experiment under the of military necessity. It is this and that fashion only because the designers know should be made so, and very because a successful design been "hit upon" for practical purposes of present need it is to have found that model travel at such and such a speed it will lift so much dead weight that it will rise at such a rate and after travelling so far and also to have found that gine of so many horsepower drive this or that type. But designers themselves don't quit all the "factors" why in the They are somewhat in the of Sir Isaac Newton before pie fell on his head. They know exactly well that an apple fall, and that there must be reason why it falls, but they yet in position to say that the definitely determined that beyond contradiction.

Mysterious "co-efficient" For instance—and this is most of them regard as the "co-efficient K" which in the calculation of air resistance a plane held at right angle motion against the air.

This resistance has been the surface (in square multiplied by the velocity (1 per second) multiplied by five "co-efficient K." Gene has been found to be so around .0.8, but the disc thing about it is that the ed thing varies with differ "ines," and no one seems just why.

Naval construction, on a basis, has had the start of and on a less scientific start of centuries, on aerop construction. The action of fluid and free under pres been a lot more accurately ed than the action of gas similar conditions. The la harder to study in the very things, and their range of a reaction is so much great notwithstanding all these the aeroplane constructors have ed in standardizing machine pierce the air with greater than a hurricane, under perfect control of their pit. The basic principle of the than air flying machine is, the reaction of the air an cined surfaces in motion, be likened in a measure to the sailboat moving at rig to the direction of the wi

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