

Weekly War Summary

The news from the west front continues to show the Canadian troops acquitting themselves in the great battle of Passchendaele in a manner sustaining the best traditions of Canadian valor established since the beginning of the war. In fact, the Canadians have formed the spearhead of the whole attack, which has forced the German line back, with immense German casualties and with a casualty list on our side which, though considerable, is notably light in comparison with that of the second battle of Ypres, which cost the first Canadian division a total of 5,000 casualties, the taking of Vimy Ridge, where there were 11,061 casualties, less where the casualties totalled 16,134, Hill Seventy, where the Canadian losses were 10,000, and Passchendaele Ridge last fall, where the heavy total of 24,530 Canadian casualties was sustained. In the recent fighting the Canadian casualties are estimated at about 6,000, and are less than the German prisoners taken by the Canadians. The extensive use of tanks has been a great feature in the fighting in Flanders.

The German line is still being driven back, with heavy losses, under the terrific pounding of the Allied guns. The great salients established as the result of the tremendous German offensive which began last March, are being beaten in and wiped off the map. The British, Canadian, French, American and Australian troops have all had a share in the great work which has reduced this whole year's German planning on the west front and prodigious preparation for carrying that planning to an overwhelming success into disastrous failure instead.

With events on the west front thus progressing in a manner testifying to the Allied superiority in generalship and in effectiveness, the developments by which the Allies are making great progress in establishing themselves in strength in what may be termed the new far eastern front, are assuming great importance. It is plain now that before many months the Allies will be continuously strong from Vladivostok across to the Atlantic, and will be able to exert a pressure which cannot but have important results. On the nearer eastern front, based on Salonica, and on the Italian front, there are also developments of importance.

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From the Quality of the Work of the
Famous
For Comfort
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Continued air raiding by Allied aviators is reported. Darmstadt, the capital of the German graft duchy of Hesse being among the cities raided.

Dr. H. S. Beland

The former postmaster general of Canada, Dr. H. S. Beland, who has for ten years been a member of the House of Commons, has been making strong war appeals in the East since his return home after more than four years' absence from Canada, more than three years of which were spent in a German prison. He was in Belgium when the war began, and did his duty as a doctor until the Germans made him prisoner. A couple of months ago he was exchanged for a brother of ex-Chancellor von Bismarck, who was a prisoner in England. "The only politics for all civilization until the war is was the winning of the war," he said in a recent speech.



Dr. H. S. Beland

Railway War Board

By Our Ottawa Correspondent

Q. What is the Canadian War Board? When and by whom was it appointed? Who are the members of the Canadian War Board? What positions did they occupy before they were appointed? What permanent organization has the Board, and what is the cost of maintaining it? What has the Canadian War Board accomplished since it was first appointed?

A. Owing to the circumstance that the Canadian Railway War Board is not in any sense a permanent, or temporary, department of the government, it is not possible to answer the foregoing questions as definitely as it would be were the board a body created by the government and subject to administrative direction. Properly speaking there is no such body as the Canadian Railway War Board. It is the name which has been recently applied to an organization created some 14 or 15 months ago by the railways of the Dominion, on the suggestion of the Dominion government, and designated in official reports of its doings as "the Canadian Railway Association for National Defence." The primary object aimed at by the establishment of this body was conservation of the land transportation facilities of the country in order to prevent a waste and duplication of effort during wartime so that the greatest possible amount of food-stuffs and munitions of war might be carried to the seaboard with unnecessary disturbing the general business of the Dominion.

Overcoming Waste

In the opinion of the members of the Dominion government the Railway War Board has accomplished much in the way of avoiding waste and duplication. It will also be recalled that when a general strike of railway employees was recently threatened the members of the War Board conferred at the capital with the cabinet ministers and offered, on behalf of the railways, to accept the McAdams award (the scale of wages paid to railway employees by the government of the United States) and the threatened strike was settled on this basis. The Board provides a direct vehicle for consultation by the government with all the railways at once and is the nearest approach to governmental control of all the land transportation facilities of the country that has been reached in Canada.

The Railway War Board, according to an official report made to Parliament by Sir Robert Borden, is composed of representatives of the executive of the C.P.R., the Grand Trunk, the Grand Trunk Pacific, the Canadian Northern Railway, the government system of railways and the New York Central. The special committee on War and National Defence, which might be described as the Central Executive Committee, consists of Lord Shaughnessy, President of the C.P.R.; Sir William

McKenzie, president of the Canadian Northern Railway; Howard G. Kelley, president of the Grand Trunk Railway, and A. H. Smith, president of the New York Central lines.

Administrative Committee

The Central Executive Committee has appointed an administrative committee, whose duties include general supervision of the operations of all railways in Canada. The committee as first named was as follows:

U. E. Gillen, vice-president, Grand Trunk Railway; F. E. Backus, general manager, Toronto, Hamilton & Buffalo Railway; J. H. Walsh, general manager, Quebec Central Railway; D. B. Hanna, third vice-president, Canadian Northern Railway; C. A. Hayes, general manager, Canadian Government Railways; Sir George Bary, vice-president, Canadian Pacific Railway; E. D. Brunner, vice-president and general manager, Michigan Central Railway; A. E. Warren, chief operating officer of the railway department, was later added to the committee to represent the minister of railways, having authority to speak for the Canadian Government Railways and the Canadian Northern Railways in the absence of Mr. Hanna or Mr. Hayes.

The Administrative committee was authorized to appoint sub-committees to handle the details of the work of the Railway War Board, analyse local conditions, deal with complaints or suggestions of the public and make recommendations to the Administrative Committee. These committees which include practically all the important heads of all Canadian railways deal with the following subjects: car service, passenger transportation, tariffs and statistics, materials and supplies.

In view of the foregoing explanation of the character and personnel of the Railway War Board and its functions it is hardly necessary to explain that the members of the board and its various committees do not receive any remuneration from the government and the cost of administration is, so far as can be learned, borne at least primarily, by the railways.

Borden Report on Work

In reply to the final question: What has the Canadian Railway War Board accomplished since it was appointed? it would require some time and space to chronicle all the things which the Board claims to have done.

A clear idea of these claims can best be gained by giving a summary report read in parliament by Sir Robert Borden, showing the operations of the Railway War Board from October 23 1917, to March 29, 1918. It was as follows:

Fuel conservation—saving through reduced passenger service and heavy loading of cars and trucks during ensuing year under practice now in vogue (estimated) 500,000 tons.



Ruins of an Ancient Realm.

The troops in Mesopotamia are fighting in a country full of memorials of forgotten empires. Babylon the Great, herself, must have been built somewhat on the lines of this ancient temple of El Sagila. Note the enormous thickness of the walls and the Assyrian bas-relief high up on the side of the temple.

The Grain Growers' Guide

Increased movement of freight in diversions during congestions arising from unusually severe winter weather 516,665 tons.

Increase in delivery of empty box cars from United States to Canada under arrangements made by last 11,200.

Estimated increase in car efficiency during current year through improved handling and heavier loading of cars equivalent to 300,000 car trips.

Freezing from serious congestion in both eastern and western Canada such as was experienced during the winter of 1916-17.

Prompt filling of requirements of overseas transports at ports served by Canadian railways.

Increase in coal deliveries to Canada from United States by 285,000 tons and increase in freight traffic by diversion of cars from overlanded routes. These are the latest facts and figures available at Ottawa.

Loans to Returned Soldiers

A despatch from Ottawa states that nearly 700 returned soldiers have been taken advantage of the Soldier Settlement Act and have applied for the government loan of \$2,500 at 5 per cent interest to enable them to acquire land, stock, agricultural equipment, to erect farm buildings, etc. The advance is far made to the returned men who are settling on the land amount to a total of more than \$700,000. The amount of the loan is based in each case on the security value of the land. The loan constitutes a first mortgage against the land until the money is paid to the government.

Gas from Wheat Straw

Prof. McLaurin, of the University of Saskatchewan, who has been experimenting for some time with the manufacture of gas from wheat straw, is reported to have adjusted to his automobile a gas-bag containing 300 cubic feet of such gas, and to have run the automobile, with that gas as the motive power, several miles into the country with perfectly satisfactory results. It is estimated that a ton of straw will generate 11,000 to 12,000 cubic feet of gas and that 300 cubic feet of gas is equal to a gallon of gasoline.

Patriotic Funds

BLUE CROSS FUND

Previously acknowledged	\$104.54
Lindsay Garrison, Jenner, Alta.	.35
Kathleen Taylor, Verwood, Sask.	.50
Charlie Goddard, Carnarvon, Sask.	.25
Clarence G. Groat, Aneroid, Sask.	1.00
Total	\$206.14

BELGIAN RELIEF FUND

Previously acknowledged	\$12,562.07
Marion Isabel MacDonald, Lucky Strike, Alta.	5.00
Mrs. J. G. B. Swigart, Nightingale, Alta.	5.00
Total	\$12,572.07

ARMENIAN RELIEF FUND

Previously acknowledged	\$37.25
Mrs. J. G. B. Swigart, Nightingale, Alta.	5.00
Total	\$42.25

POLISH RELIEF FUND

Previously acknowledged	\$227.00
Mrs. J. G. B. Swigart, Nightingale, Alta.	5.00
Total	\$232.00

Breeders' Notes

The Guide learns that J. G. Barron, Carberry, Man., the owner of the Fairview Shorthorn herd, which has done extensive winning on the Western circuit this year, has purchased from Robt. Miller, Stoneville, Ont., the four-year-old bull "Lancaster Lord 95427." The sire of the bull is "Archer's Hope," imported, the pre-bull of the frigid herd, Brockton, Ont., while his dam is the imported cow, "Mary Ann of Lancaster 43." This bull is believed to be one of the most outstanding specimens of his breed in the Dominion, and will come west with the Barron herd, after Toronto exhibition, at which this herd is being shown.

August 21, 1918

STOCK (MID)

ALAMEDA STOCK FARM
11 purebred Shorthorn
sires, 10 cows and
their calves, 1 yearling
guernsey, R. H. Stock
Farm

FOR SALE THREE P
car, motor, spare parts
with motor at 1000
W. J. H. H. H. H.

FOR SALE REGISTERED
purebred Shorthorn
sires, 10 cows and
their calves, 1 yearling
guernsey, R. H. Stock
Farm

RED-POLED CATTLE
Also young Poland-Lux
brought, L. H. Stock
Farm

HORSE

WIRE FENCING, ALL S
1/2" Galv. wire, 1000 ft.
L. H. Stock Farm, W.

C. A. WALKER & SON
Business at 4 Springdale
W.

SWI

SHIRAZ FOR SALE W
Shiraz, Iran, 1000 ft.
L. H. Stock Farm, W.

DEER, JERSEY, BEL
page of the best breeding
of deer and hogs I will
sell at \$1.00 each. L.
Stock

FOR SALE PURE-B
page, registered pure
bred, Shorthorn, guernsey
& Holstein, L. H. Stock
Farm

GETTING PRESENTON
We can supply you
guaranteed, United
Winnipeg

IMPROVED YORKSH
winning and imported
sires, L. H. Stock Farm, W.

YOUNG YORKSHIRE
W. L. Stock, Stoneville, W.

CAT

SHORTHORNS 25 BU
3 years, 20 calves, 1
used by special imp.
and hogs in calf, 10
tons, one of Guernsey,
able, J. H. Stock & Son

FOR SALE BIG RED
bull, reserve champion
1914, 1200 lb., 1000
weight, James Adams

SHORTHORN BULL
No. 92429, sire, Don
Isabella 1200, also a
Johnston, Melrose, Sask.

CATTLE FENCING, AL
good stock in Winnipeg
lost price, United G
sired

HOLSTEINS—15 HEAD
due August to Nov
Yorkton, Sask.

HEREFORD CATTLE
one-half bred for ex
H. W. Wood, Carleton

BROWNE BROS., NE
ers of Aberdeen Angus

SHI
Twelve Yearling A
Shorthorn and Oxford
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

REGISTERED OXFORD
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

POU
BARRIED PLYMOUTH
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

DO
THOROUGHBRED R
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

SCOTCH COLLIE F
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

WANTED COLLIE D
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

FAEM M
IDEAL RUMELY SEP
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.

FOR EXCHANGE 25
sires, 10 calves, 10
quart milk, 1000 lb.
A. A. T. H. H. H.