

Overhead a sea of blanched, despairing faces looked down, and while some turned their machine and quick-firers on to the water, none thought at the moment of her who had sent death to them.

At last the "cutters" do their work, the nets part, a flash of light, a muffled roar and a volume of water ascends. A babel of cries and groans and the leviathan staggers under the blow, then comes another, and away in the distance ahead two more detonations told the tale of destruction. With a drunken reel one monster commenced to settle by the stern. Slowly at first, then quickly; her huge bow with its four 60-ton guns is flung high into the air before she rushes stern first to the ocean bed fifteen fathoms below.

In that first lurch the rays of a still burning searchlight are flung athwart the bay, lighting up a smother of foam, in the centre of which is discovered a dark object. It is the Apex of the Triangle scurrying away to sea and safety.

LINERS AS CRUISERS

Many of the ocean liners on which readers of The Guide have crossed the Atlantic are now plowing the seas, not bringing immigrants to Canada or taking fortunate people for holidays in Europe, but armed with quick-firing guns intended for the destruction of the enemy's ships and the protection of the commerce of the allied nations. One well-known White Star liner, the "Oceanic," which was converted into an armed cruiser, has been wrecked and sunk on the north coast of Scotland while in the service of the Royal Navy. There is a very intimate relation between the mercantile marine and the navy which has existed ever since the early days when there was no distinction between a warship and a merchantman, and when each was interchangeable with the other. In Elizabeth's time every trader became a warship at need. The fleets of the East India Company consisted of armed vessels which could, and did, fight on occasion in the seventeenth and eighteenth centuries. Commodore Dance, in 1804, with his squadron of Indianmen each carrying from thirty to thirty-six guns, daunted in action near the Straits of Malacca and put to flight the French Fleet under Admiral Linois.

In the capacity of auxiliary cruisers, high-speed liners promise to be of much value. The Germans have in their service such vessels as the "Imperator" and other great vessels of the Hamburg-America and Norddeutscher-Lloyd lines (one of which has been captured by the British), and Great Britain has the "Lusitania" and "Mauretania," in the list of auxiliary cruisers, and the "Aquitania" and the whole of the Cunard fleet have been taken up or remain at call. The Peninsula and Oriental Company can provide a large number of auxiliary cruisers, the White Star Line such vessels as the "Teutonic," "Adriatic" and "Olympic"—the lost "Oceanic" was theirs—and the Allan and other lines contribute, or are ready to contribute, vessels to the naval service.

The use of liners in modern war came first into prominence during the hostilities between the United States and Spain, when four great liners of the International Navigating Company and Pacific Mail Steamship Company were embodied temporarily as cruisers in the American Navy. As an example, the "St. Louis," of 17,000 tons, was taken over with her officers and crew, who engaged to serve during the period of hostilities, and a naval captain, with another officer and forty marines, were put on board under a major. For armament this vessel had only four 6-in. guns. The naval officer assumed command only during special naval operations. The results were described as "most satisfactory," and the vessels were of great value to the admiral commanding.

"Carmania's" Success

In these times much more is required. The duties of the liners embodied in the British Navy are mainly in commerce protection. Ocean greyhounds can patrol the trade routes. The German protected cruisers which have escaped into the South Atlantic and have been menacing trade there, are subject to the attack of ves-

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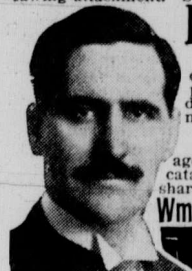
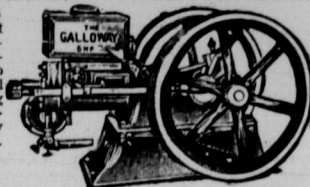
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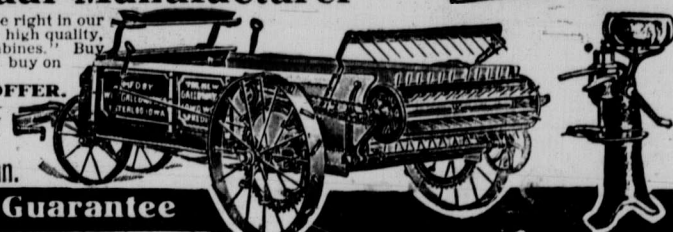
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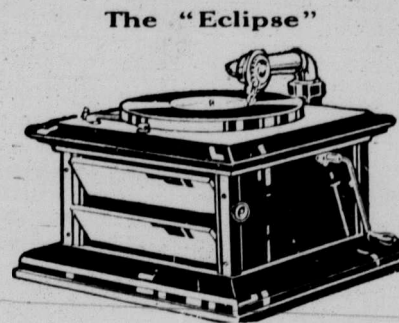
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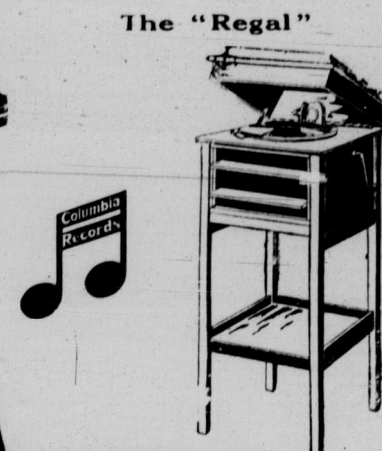
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sels of this class. Themselves armed with 4-in. guns, they can be dominated and outranged by British 6-in. guns, and in such case their armored decks would not suffice to save them.

The "Carmania," of the Cunard Line, early in the war sunk the German armed merchant cruiser, "Cap Trafalgar," off the Brazilian coast.

Reference has been made above to the merchantman as fighter, and to the arming of modern merchantmen to fight if they should be attacked. The best type of the fighting merchant vessel in former times was the East Indianman, which really fought, as a modern armed mercantile vessel would, for the freedom of trade. These fighting traders were men of force. After Lancaster, Downton and Best shattered the power of the Portuguese on the Coast of Malabar. On the same coast these merchant captains stamped out the native pirates. They were waging continual war with water-thieves. They fought with the Dutch. They were constantly resisting French frigates and privateers, and Commodore Dance was only one of them.

The modern armed merchantmen will not rival such achievements. They may not even yet have fired a shot in anger. Their real protection is in the Navy and in breaking up the organization of their possible assailants. Yet they are ready for any emergency.

THE RAW FUR MARKET

Several articles have appeared in the newspapers stating that there will be no market for raw furs during the coming season. This is incorrect, and doing a great injustice to the Canadian fur trade, according to a prominent Toronto fur dealer.

A great many citizens of Canada and the Indians make a business of trapping for a living, and many of the farmers, farmer boys and residents of the smaller communities earn a considerable amount of money during the winter season by trapping the valuable fur bearing animals. As a matter of fact, the Indians only trap about 20% of the furs caught in Canada, the balance being caught and marketed by white citizens. What this means to the citizens of Canada can be appreciated when one considers that about \$10,000,000 worth of raw furs are annually caught in the Dominion, and for all the fur dealers to cease buying furs while the war is in progress and certain lines of trade are at a standstill, would result in untold hardships to many people in their time of need, and tend to destroy one of the great industries of Canada, which has made it so well known throughout the world for several hundred years.

For several years past the prices of raw furs have been exceedingly high, paying handsome profits to the trapper. While it is true that the prices for raw furs for the coming season will be lower than

they have been for several years past, yet it is believed by dealers that the demand will justify them in paying the trapper a price for his raw furs that will amply repay him for the labor expended, and they will do business as usual, buying such furs as may be offered at their market value, having faith in the future of the raw fur industry of Canada.

While it is true that the European market is cut off at the present time, it is possible that there may be a demand for Canadian caught furs for army purposes. The importation of European furs will be decreased by the war and this fact taken in connection with the lower range of prices that will prevail will tend to cause a much larger consumption of Canadian caught furs by the manufacturers and the public.

Furs are fashionable and while sometimes classed as a luxury, in the colder parts of America they are also a semi-necessity, and after the market has found its level, it is believed that the results will prove that those dealers who continue in the market, and keep the great Canadian fur industry moving, will be amply recompensed for their efforts.

Practically half the main line of the Canadian Pacific Railway, between Fort William and Vancouver, is now double-tracked, 350 miles of double-tracking having been completed this year between Brandon and the Pacific Coast.