



A Weekly Newspaper, sanctioned by the Officer Commanding, and published by and for the Men of the E. T. D., St. Johns, Quebec, Canada.

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SATURDAY, JANUARY 5, 1918

5 Cents The Copy

## IF GEN. HAIG SAID: "BUILD ME A ROAD TO BERLIN"---COULD YOU DO IT?

Every Engineer in This Depot Should Know How to Build, or Help to Build, a Practical Road—Either for War Use or for "The Piping Times of Peace". Here's Your Opportunity to Learn Authoritatively the Elementary Rules About All Roads. If You Are Farsighted and Wise, You'll Carefully Save This Series of Articles, With Your Notes on Other Pertinent Subjects—Ready FOR THE COMING BIG EMERGENCY.

### Preface.

With all the changes and complexities which have characterized the world's most colossal conflict, the question of providing good roads for military use looms up more prominent than ever.

The good roads around Paris, and Joffre's skillful use of automobiles, undoubtedly saved France during 1914. But the good roads captured by the enemy are serving their new masters just as well; in fact, it is possible to attribute their stubborn resistance to these same good roads. The massive Roman roads which once served to carry her armies against the foe, served just as well the heathen hordes which later sought her downfall. Good roads alone cannot save a country, but coupled with an efficient fighting machine will play a very important part.

### Design.

The design of a road will depend upon the nature and volume of traffic expected; the location; time available for construction; material to be used as superstructure, and the plant (or roadbuilding machinery) available.

**Traffic.**—The traffic expected may consist of anything from pack animals to mechanical transport of munitions, the latter forming, perhaps, the severest test. The amount of ammunition now used in one battle is often more than was formerly used during an entire war.

It is estimated that over three million rounds of artillery ammunition was fired by the French during one attempt to break through the German lines. This would exceed 30,000 tons, which had to be transported over the roads in that sector. The nature of wheel base will affect the road surface to a great extent. Narrow tires cut in very quickly. The wear due to

fast motor traffic has a tendency to disintegrate stone and gravel roads.

Horse drawn vehicles may bear as much as two tons per wheel; motor vehicles four tons per wheel, and heavy guns (drawn by tractors) eight tons per wheel.

**Location.**—The location of practically all existing roads has been more from the result of accident than of any well thought-out scheme.

True, some of our eminent military engineers have advocated the construction of permanent highways for national defence, but—what's the use of professional advice on such matters?—it only worries us!—and, besides, when we are at war, we cannot spare men to build them, and when we are not at war we don't need them!

However, when circumstances call for the establishing of new roads, the following points should be given due consideration:—

Avoid sharp curves; deep, narrow, fills; excessively deep side ditches and shifting subgrade. Keep the grades down. It is considered wiser to go around a hill than to try and climb over it; providing the additional lengthening of the road does not exceed a distance equal to twenty times the height avoided.

Keep the road straight, where possible: the practice of turning out to save blowing up a stump, or big boulder, is one of poor policy.

**Material.**—The materials suitable for roadbuilding are not always plentiful, so there is a tendency to try and make a little go a long way;—and it usually does!—a long way down!

The whole width of a road is often metalled a few inches deep, but not sufficiently deep to form a crust. In place of stretching out the material better results will be obtained by sacrificing width for depth.

Of the material usually available, crushed stone gives the best results, especially if saturated during construction with some bituminous product such as "Tarvia", and the whole well rolled.

Owing to the angular shape of the crushed pieces this form of superstructure has wonderful consolidating properties. Gravel is a good expedient, but does not pack well; it grinds up into muck, and allows water to soak through into the subgrade,—thus softening the foundation and allowing ruts to form.

**Plant.**—Road building machinery is absolutely essential to good road construction. The practice of building roads by pick and shovel labour, choosing the personnel from men who are misfits at everything, and considering a lot of stirred up mud as a

new road, is gradually being forgotten.

Before attempting to break ground the machinery mentioned below should be on hand or at least available:—Ten to fifteen ton steam or gasoline road rollers,—ploughs, graders, dump or collapsible wagons, wheel-scrappers, slushers, mechanical ditchers, quarry tools, stone crusher; and if the work is at all extensive an industrial railway is necessary.

(A) **Camber.** The curve that is given to the surface of a road is called camber. Its chief object is to allow rain water to run to the side, thus preventing it from penetrating through to the foundation.

Camber also allows for wear and subsequent settling.

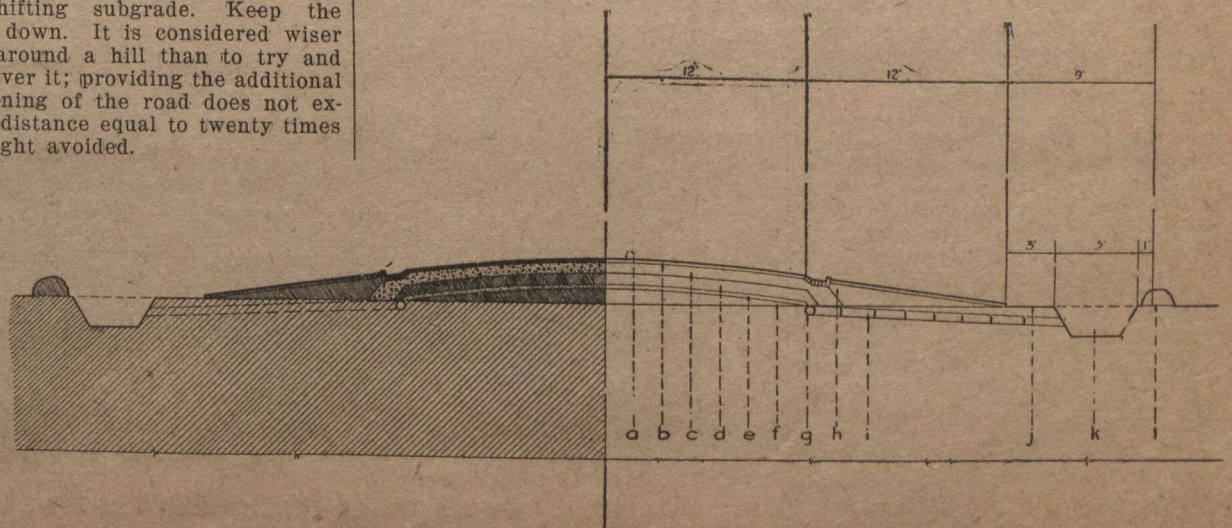
The rise above the horizontal level, in proportion to the width of the metalled portion, is usually expressed in fractional form: 1-60 of the width may be considered a normal rise.

On long, steep inclines, where there is a danger of the center of the road being scoured out, it is customary to increase the rise in the center to, say, 1-30 of the width.

On the other hand, when the roadway is very wide and the surface consists of some waterproof material such as asphalt, concrete, etc., the camber may be as low as 1-10.

On re-entering curves the surface should slope outwards from the hill-

(See next page)



side, and on salient curves the slope should be inwards:—a 1-30 slope would be considered normal.

(B) Dressing. By way of finishing up a stone road, it is customary to put on a final layer of some fine material: screenings, gravel, burnt clay, brickdust, etc., are all suitable materials for this purpose. The dressing presents a surface suitable for immediate use, prevents the stones working loose, and has a tendency to form a crust which facilitates drainage to the side.

(C) Superstructure. This is the term applied to the material forming the wearing course. The life of the road will depend to a great extent on the superstructure used. Trap rock, hard sandstone and granite, possess properties rendering them more fit for road building than certain other formations.

The wearing course must be capable of withstanding wear, but still have consolidating, or packing, properties.

When broken stone is laid on a foundation of larger stones (Telford method) a thickness of six inches will do for ordinary traffic. If the traffic is likely to be heavy two layers of, say, four or five inches depth, each rolled separately, will give better satisfaction. The lower layer should consist of stone that will pass through a three-inch ring, and the top layer should consist of stone that will pass through a two-and-a-half inch ring.

An excellent superstructure consists of Tarvia-filled macadam. The foundation and first layer of broken stone is laid and well rolled. A layer of some suitable filler is now added and rolled. A wearing course of broken stone three inches thick is now added and well rolled. This wearing course is saturated with Tarvia "X", about one and three-quarters gal. per square yard being used. A seal coat of  $\frac{3}{4}$ " crushed stone, about one and a half inches thick is then added, and well rolled. About three-quarters of a gallon of Tarvia "X" per square yard is sprinkled over this. A dressing of pea-stone, or screenings, is then added and rolled. (Rolling should always be done from outside to center.)

(D) Soling. The chief advantage of a layer of large stone as a foundation, or soling, is the saving of crushing expenses. If the soling is laid on a well curved and rolled subgrade, underdraining will be found unnecessary, as water will run to the side through the interstices. The soling should be well rolled before attempting to lay the superstructure. The practice of making an excavation to hold the soling has been condemned, owing to the fact that the excavation usually holds water and tends to cause the collapse of the whole crust.

(E) Subgrade. Preparation of subgrade is the first and most important step in building a modern road. The material surface of the ground should be rolled before crowning the centre.

Earth to crown the center will be partly obtained from ditches along the side and partly from earth hauled from the cuts. The crown should be as free as possible from sods and surface soil, which once disturbed do not pack well.

Where soling is not going to be used and broken stone is to form the superstructure (macadam method), it will be found advisable to cover the subgrade with a layer of cinders three to four inches thick to carry water to the sides and prevent it from softening the subgrade.

When a road is first built it is assumed that a certain amount of water will get through the crust, and, keeping the subgrade dry, does more to prevent the surface collapsing, and ruts forming, than any other steps that can be taken.

(F) Gutter. When the width of metalling is around twenty-four feet, it is advisable to construct a gutter along the border of the metalling to

catch water off the road, and prevent the shoulders from being washed away.

Laterals should be built every fifty yards or so, to carry water from the gutter to the ditches; or the water may be let down into the side drains and carried from there to the ditches.

A curb along the outside of the gutter will prevent traffic from passing from the shoulders to the metalled portion. This arrangement will also prevent ruts forming along at the point where the metalling joins the shoulder.

(G) Side Drains. Owing to having the subgrade curved, some provision will have to be made to carry off the water that drains off this curved surface. The usual way to deal with this is to construct some form of side drains running parallel to the road, below the edge of the metalling.

The side drains may be constructed out of farm tile, or stones laid in an excavation.

Lateral drains will have to be constructed every fifty yards or so to carry water from these side drains to the ditches.

(H) Shoulders. That portion of the road bordering and supporting the metalled portion is called the shoulder. Material for the shoulders is usually obtained from the ditches. The shoulders are not suitable for wheeled traffic.

Metalled roads are not suitable for oxen or bullock traffic, owing to the severe grind on their feet. Cavalry also prefers to travel on the unmetalled portions.

(I) Laterals. The drains carrying water from the side drains and gutters are called laterals. Laterals should empty into the side ditches at a point above high water mark. Occasionally the side drains are omitted and the whole of the subgrade drained by under drainage or laterals. This is the method usually adopted on grades when there is a tendency for the water to travel in the direction of the slope, the laterals catching the water before it commences to scour the center of the road.

(J) Berm. That portion of the road for a few feet on either side of the ditches, is called the berm. Ordinarily the berms have no particular function to perform, but it is possible to convert one of them into a cycle track by adding cinders, etc.

(K) Ditch. Ditches are meant to carry away water that runs off the road surface, and not to drain the fields, as is generally the case.

The ditches should be wide, and sunken well below the subgrade level. Narrow, over-deep ditches are to be avoided. When a road is built on a foundation of logs (corduroy) it is customary to place the logs in excavations, or at any rate at a level where they can be kept damp. For this

reason side ditches are usually omitted along corduroy roads.

(L) Boundary Pillar. This is more or less an imaginary line marking the road limits. However, a mound of earth along this line prevents water from draining off the field into the side ditches.

(To be continued.)

## WELCOME TO YOU, LIEUT. GALLAGHER

We have pleasure in extending to Lieut. O. G. Gallagher our welcome to St. Johns, and have enlisted the services of the Royal Flying Corps for the delivery of our message.

## CONGRATULATIONS.

"Knots and Lashings" extends its hearty congratulations to—

Act. Sgt. G. Haskins.  
Act. Sgt. G. B. Cram.  
Act. Sgt. J. R. Hudson.  
Cpl. H. L. Stark.  
Cpl. G. H. Saunders.  
Cpl. S. C. Ells.  
Cpl. J. R. Ashton.  
Cpl. P. B. Mildon.  
Cpl. W. G. Gibson.  
2nd Cpl. E. D. Lister.  
2nd Cpl. G. H. Harris.  
2nd Cpl. R. A. Carson.  
2nd Cpl. E. Rackner.  
2nd Cpl. G. Duff.  
2nd Cpl. E. Garbe.  
2nd Cpl. A. Johnson.  
2nd Cpl. H. F. Hebley.  
2nd Cpl. J. J. Gifford.  
2nd Cpl. W. E. Lewis.

## HOW, INDEED?

"Sick" Corporal.—"Anybody going sick this morning?"

Sapper.—"What's on the syllabus today?"

"Sick" Corporal.—"I don't know."

Sapper (peevishly).—"How do they expect a man to know whether to go sick or not unless he knows what's on the syllabus?"

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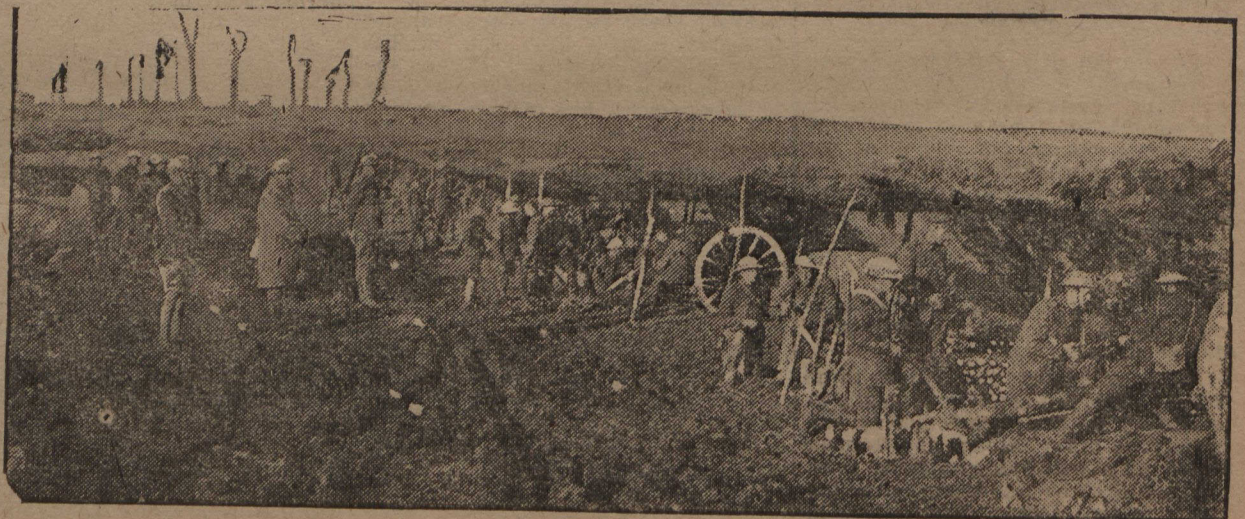
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On the British Western Front in France.—A field battery in action.

**"CARRY ON" IS RIGHT."**

The Editor

"Knots and Lashings".

Sir:—

There is a subject which if discussed though your paper might be of profitable interest to some who aren't old soldiers like you and myself, Sir, (whose experience with army troubles in an' out o' Barracks would fill an extra edition of "Knots and Lashings"). The subject I have in my mind is "Soldiers Kits".

I have heard it said, Sir, that a soldier's kit was more trouble to a single soldier than all his sweet-hearts together. However, that is a subject which I will deal with later.

In the Canteen, Monday night, several of us of E Coy was a discussin' of the tastes of real war an' prohibition:—and seeing that Race Suicide was on at the movies we stuck around.

As I was saying, my argument in favour of for and against was rudely interrupted by one of "D" Company butting in with "Kit Inspection" outside of business hours.

Seein' as he started telling ME of Kit Inspection, I told him

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that for close on a quarter of a century I duly supported the Q.M. Sinking Fund with enough money to buy ten Class C War Bonds or a discharge—thru not knowing when Kit Inspection was coming.

When I finished I was alone in the Canteen.

What young soldiers do now-a-days, Sir, is buy their experience by a payin' of fines replacing lost kit, an' a payin' for the one they get an' the one they lost, an' a getting things on Repayment instead of askin' an' listenin' to us who knows.

I says again, Don't do it!

You fellows know what kit you signed for: if you don't, ask the Q.M. to give you a list (maybe he will send the Editor a list).

There isn't any use of tryin' to "put it over". I've tried it, boys. I've sent my underclothes and socks to the laundry, and my boots to a cobbler down town, my pants to the tailor and my brushes to be fixed.

What did the Q.M. say? Nothin'; only hummed an old favourite as I knew when I was a dooin five years with the Blues in London, which went like this "They'll never believe me; they'll never believe me!"

Now! it ain't no use, boys; they have all been tried.

What I says is—

1. Put your number on every bit of kit you've got: don't put a cross or two dots:—your NUMBER is what counts. Use ink; if you've any over mark up your girls photo.

2. Remember; when Kit Inspection is on, your room and bunk is being inspected too, so don't jamb spare kit into your bed, as everything found there goes with the Q.M. If you do have to have two suits or two of anything, ask permission first.

3. Have a Kit Inspection of your own once a week.

4. Usually a certain amount of stuff is allowed to pass inspection; if neatly folded up, you don't have to hide it; leave it on your bed. If you stick it in your palliasse it wont be there when you come back.

5. Lost Kit. That's what counts, Lost Kit. The army gives you one issue and fixes up reasonable work-worn clothing, but if you lose anything you've got to "come through", as I said, with the price of what you lost and what you get at the wartime army price—and the Q. M. Stores don't pay any dividend like the Canteen does!

6. If you find any part of kit and it doesn't belong to you, give it to the Orderly Corporal. By so doing you are helping some other kindred spirit to keep his kit complete.

Remember: if it's a bit of kit you see around, it ain't worth stealing!

Them's my sentiments, boys!  
"CARRY ON".

**THE ENGINEERS' RUSH.**

Say, fellows, I hate to be talking Of the way that you rush for the Hall

When the bugle is sounded for dinner—

You seem scared that you'll get none at all!

And when you stand at the table, And wait for the call to begin, To stand still you all seem unable.

You're longing like H—— to dig in.

Then, when the bugle is sounded, Before one can even take breath, You throw your legs over the stool there—

Some day you'll kick someone to death!

With one hand you reach for the coffee;

With the other you grab up the meat;

And some of you wish you had some more hands

And you're mad cause you can't use your feet!

Now Boys, don't you think twould be better

If you all took your places with ease!—

And helped yourself gently, then asking—

"Will some Sapper please pass the cheese?"

I guess there is food here in plenty—

And I think that you'll get lots to eat:—

So please use these words as a motto—

"Say, Jazz:—Will you please pass the meat?"

Sapper COE.

**LET DOGS DELIGHT  
TO BARK AND BITE**

Have you ever listened to Corporals Vaughan and Rylands in the midst of a verbal battle? No? Then have you ever heard Sgt. Fawcett and Corporal Saunders hurling double-edged compliments at each other? No, again? Well, then, have you ever witnessed (and heard) our little four-footed friends Rags and Bob settling a heated dispute on the parade ground? Yes? Very well, then, you get the idea.

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SCOTLAND.

(Tune:—"Mother")

S is for the Somewhere that we long for,  
 C is for the County of our birth,  
 O is for the Ocean that's between us,  
 T is for the Tears that we have shed,  
 L is for the Loved ones left behind us,  
 A is for the Answer to our prayers,  
 N is for the News we always long for  
 D the Dearest place on earth.

(Words by Ballinghall, Base Company.)

"D" TALES.

Now, you mathema—well, you gents who figure—try this:—

A certain wise man gathered and accumulated much lucre during his lifetime, and was, so to speak, a worshipper of the nuismatic god. And at the end thereof he found himself possessor of SOME pile, all in pennies.

The said mysogynist had one son none too dearly beloved. One day the old man called the son to him and said:

"My boy, many times have I despaired of thy brain-power; nevertheless, behold the coin.

Divide it in boxes so that an equal number shall be in each box, and all shall be yours."

Now the youth was glad and

cried, "Verily, it shall be mine!"

But the days came and went, and still he laboured; for each time he tried he had one penny left over.

Now the ancients who tell the tale say that the covetous youth stuck to the quest, trying all numbers of boxes with the same result,—until he had tried up to and including twenty-two.

Then indeed he quailed and cried, "Woe is me, for by heck it is a fake and cannot be done!"

Whereat the old man reproached him, saying: "Verily, thy faith is lacking, for hadst thou but tried twenty-three boxes, the pennies would now be thine!"

And those who figure do say the number of pennies is most difficult to find. (Try it yourself.)

There's one position, if you please,  
 That kills your soul by swift degrees:—

You keep your place with spirit grim,

With steady head and frozen limb,

Till heart grows weak and eyes grow dim—

You recognise it?—

"Stand at—Ease!"

We would like our C.S.M. to give the details of the command "Mounted Section, A Coy and Employed Section leading—RIGHT-TURN!"

—Sapper Brewster.



A cordial invitation is extended to all members of the craft to be present at the Installation of Officers, Tuesday 8th January, 7.30 p.m.

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# The Mounted Section Flays Those Who Scorn It!

## THE DRIVERS SAY—

Modesty is our one failing, but as the Editor of "Knots and Lashings" has condescendingly placed a corner of No. 10 at the disposal of the Mounted Section, it behooves us, even in a small way, to place ourselves on record.

We come, as it were, 1st: at least in the 1st issue of the New Year; ditto in our own opinion.

We have appreciated the many kind things which have been said about the Drivers in "What we want to know", and we will at this time try and enlighten you. The trouble with you fellows in the Sappers is:—you have far too much spare time and sleep.

There are some things you will never know unless you get up with the rest of the barracks, at 5 o'clock in the mornin', when the Sun begins to shine! (You should hear Lt. McCulloch singing this!) What would the Base Coy. think if he actually put his words into action?

We'll see you anyway, boys; lets know, and we'll give you a shout: we are on our way back from work round about that time (we waken the post at quarter to the hour!)

But to get back to where we were, as to "What you want to know".

We notice in C Coy "wants" if "Horse" would be the best definition for a Sapper.

We would refer C Coy to "the straw that broke the Camels back".

Next, C Coy wondered if a regular "draught" would help C Coy to go on the water wagon. We have noticed that a 4-mile route march put some of them on every blessed wagon we had!

B Coy made bold to state, with pride, that they had "tried out" (tired out) more officers for overseas than any other Coy in the barracks. Come again, B Coy! We never missed one, we wore them out 1st, "tried them out" and then passed them on to you. Good sports, every one of them! Most of the rough corners were knocked off before you got them!

We notice your adv, Base Coy! We throw that out of the Stables at 5 a.m.!

—But go to it! we have been wondering why the Q.M. was short of any boots under 10's. Perhaps "Foundations", referred to in your column, helps to clear things up.

But we wont say more:—if we had as much time on our hands as you fellows we would know what WORK was! One Sapper said: "Where is the Mounted Section?—

## ECHOES FROM THE STABLES.

We come from the land of the east and the west.

In that far away land is our truest and best.

Some come from the hills, and some from the plains,

But there are those among us, who'll never see them again.

We gave up our positions, and gave up our joys,

And came to St. John's, to live with the "Boys".

We came here to work, but came not to growl,

For above the roar of the cannon we hear the German beast howl.

He howls for the blood of our strongest and best,

And eyes with envy the lands of the west.

So we're in it Boys, "to do" or to "die"

But we'll blacken the white of the old Kaiser's eye.

Some day soon, we'll be "Overseas"

Away from the land of "good eats" and ease".

The strangers land will soon be our own

But from the Mounted Section you'll hear never a moan.

We'll play the "man", Boys, until the battle's done.

Then home we'll come crowned with victory won.

So with these few words my tale I'll end,

And to the "Windsor" my steps I'll wend.

I'm not much of a poet, as you all can see,

So for the many mistakes PLEASE excuse me.

—NIBS.

I've been here 6 weeks and haven't seen them!"

Get up!—we are working! How's this?—Four miles out, two to go, and six back again!

## MOUNTED SECTION WANTS TO KNOW

Whether the C.P.M. is going to pull something off this month?

Whether he will let us know in time?

Where he got his voice from?

Where Major Milne's smile has gone?

Why he doesn't revert to his early summer vocation?

When the Canteen balance sheet for month of November is to be submitted?

Why Cpl. Carp wears gum-boots in the stables. Is it to save boot polish?

Who was the N.C.O. that went into mess twice for supper one night? Old Friend?

Where did the C.S.M. get his information that the drivers were lower than the sappers? And, if he meant it, is the temperature of the water in the horse trough too cold for the benefit of his health?

Who is the most popular N.C.O. in the mounted section. Don't all speak at once.

Did he get his popularity by begging cigarettes?

Does the whole section stand as one man in congratulating Sergeant Doyland upon his promotion?

If the Sappers were eating their natural food when they were eating nuts in the "Men's Mess".

Who was the Driver who said "Carry On" after the Orderly Officer answered his challenge at midnight.

What the lady in Toronto said when she discovered a certain Corporal had taken her smelling salts away with him.

A'hem! What Section the Sapper came from who filled his palliasse from the Manure Bin between No. 1 and No. 2 Stables.

Who the Officer was who visited the Litter Sheds at the Stables looking for Scabiaes, while his Sappers had them all the time.

Why the Drivers are paraded with the Sappers when tunnelers and rough carpenters are wanted? We have only one Painter (and he's on the water wagon:—see daily orders.)

If the other monkey in the cage (Vol. 5) was from the Base or "A" Coy.

Who the Sappers are who, when in Montreal, wear bandoliers and spurs. We want to be introduced!

Why an A Coy Officer (nuff sed) knocks the Mtd Section every chance he gets.

Why certain Officers and N. C. O's warn transfers to the Mounted Section that they will "regret it".

Why they don't let the transfers find it out for themselves.

How many of them they get back?

What does this advisory board know about the Mtd. Sect.

What a Sapper has to clean for Inspection?

What would he think of this?—

(Driver)	(Sapper)
48 straps	
19 brass buckles	1 Rifle
2 Bridles	1 Overseas kit
1 Saddle (often 2)	
2 Horses	
2 Stalls	
1 Rifle	
1 Bandolier	
2 Spurs	
etc., etc.	

(Continued on Page 8)

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Vol. 1. No. 10.

St. Johns, P.Q., Saturday, Jan. 5, 1918.

5 Cents The Copy  
\$2.60 By The Year

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— On Request —

— STAFF —

EDITOR:—Lieut. Ray R. Knight

— Associates —

Sgt. C. A. Davidson,  
Current Events: Athletics.

Corp. P. B. Mildon,  
War Summary: Specials.

"PAT"—(an unknown genius)  
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Art.

Lance-Cpl. G. H. Caffall,  
Observations: Squibs.

D. B. A. A. Brasfort,  
Poetry.

Spr. J. A. Macdonald,  
Advertising Mgr.

MANAGER:—Sapper E. W.-P. St. George

THE IRISH ENIGMA

A polyglot country like ours affords excellent opportunities to those interested in judging national characteristics, and sometimes we are forced, in attempting a true estimate of such, to probe somewhat deeply into national histories. We are only concerned with Ireland, as she stands today under the Act of Union; or, rather, with her attitude towards the war; and while we cannot hope to solve the mystery of her attitude, we may be able to illuminate it to some extent.

England, Wales, Scotland, and Ireland are all in the war;—the first three as far as they can get. Ireland has rendered great assistance and we would be the last to cast any disparagement upon those brave men who have laid down their lives for the cause, nor would we belittle by thought, word, or deed any who are now serving with the British troops.

There can be no doubt in the mind of any reasonable man that the German menace was as serious to Ireland as it was to any other country in the world. Indeed, had the German navy been successful Ireland would probably have been first seized as being most readily accessible,—yet Ireland has seen fit to carry on, in these terrible times, in unprecedented turmoil.

We must look around for some explanation. We fail to find it in either the condition of the people or the institutions under which they live; nor can we reconcile the attitude of Ireland with the political views of any of the existing parties, nor yet with a combination of all. It is indeed obvious, and will readily be acknowledged, we think, that a Prussian conquest of Ireland could not be complacently contemplated by any political party in that country—and would be entirely opposed to her nationalist instincts and aspirations, as well as the conservative ambitions and aims.

This is, we think, amply proven by the fact that these parties, have furnished great numbers of recruits to oppose the common enemy, but this achievement cannot be attributed to any real combination of the Irish parties or to any cessation of the Hibernian quarrel; but rather to the fact that the infamous brutalities of the Hun, and his entire modus operandi, was repulsive to all decency and civilised human instinct.

If we add the third political party, it does not help us to arrive

at any solution of the mystery, but rather beclouds the issue:—because that party, whether in reality it has or has not lent any assistance to Germany, has openly avowed its wish for freedom from "Union", and only desires such force as Germany might be able to furnish, to help attain that end.

Indeed one of the strongest of Belfast's mayors, R. I. McMordie, an able and prominent jurist and scholar, advocated, prior to the war, the calling in of Germany to help the Loyalists of the north over the Home Rule trouble.

All students of British history know that England, Scotland and Wales have experienced domestic troubles as grave and complex as any ever experienced in Ireland, and have fought over them with much more sanguinary consequences. Yet any and all of these three have always been willing to sink their differences in the face of a common enemy.

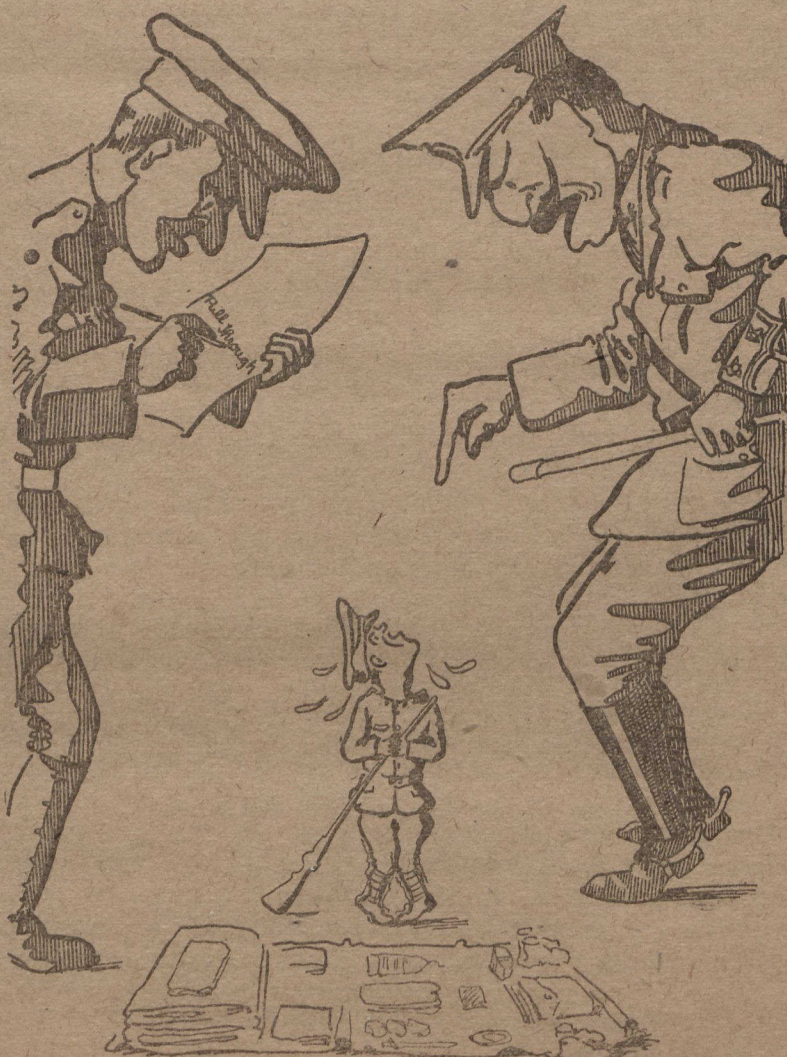
The tribal system common to Northern Europe boasts many noteworthy combinations, and Professor Maine, the standard British authority on ancient law and early institutions (and recognised as such the world over) has plainly pointed out the fact that Irish tribes, alone, in Europe have ever failed to combine against a common enemy.

Such is, and always has been Ireland's sad story. Professor Leekey further points out, in his most replete History of England, that the conquest of Ireland was accomplished by pitting the clans against each other. True to her history, and to the eternal disgrace of the country, to the shame and sorrow of hundreds of thousands of her people of all creeds and classes, Ireland still remains, despite all admonition, divided in herself.

The growth of a new political party flourishing on the bleak, beaten track of Irish politics, adds new force to Professor Maine's observation, nor can this lack of combination be attributed to any party—but is an enigmatical attribute common to all.

Several scores of Irish Kings are said to have been drowned in Irish bogs—and we ask, earnestly and sympathetically, who or what shall extricate her from the dangerous morass into which she is now gradually sinking?

It needs a strong man, strong combination and strong resolution to settle this, the Irish enigma.



—E. Carol Jackson—1917—

Songs We Know: (7)—"The Lost Chord".

**TAKITEZY CLUB'S  
NEW YEAR'S DANCE**

The dance given by the Takitezy Club on New Year's Eve proved to the sixty guests of the evening a most enjoyable affair. The early part of the night was spent in dancing. At eleven-thirty everyone adjourned to the Banquet Hall, where supper was served. On the stroke of midnight R. S. M. Johnston proposed the King's health, which the assembled company rose and drank, after which the National Anthem was sung. Other toasts followed, which were all heartily responded to. The guests then returned to the Dancing Hall where the Orchestra played until the "wee sma' hours" and at three-thirty the company dispersed with many hearty thanks to the Club, and good wishes for the coming year.

**RED CROSS RECEIVED \$54.**

The Canadian Red Cross Society (Vancouver Branch) has acknowledged with thanks the sum of \$54. for Prisoners-of-War Fund from the E. T. D. This money represents the profits realised at the boxing tournament.

Townfolks can secure "Knots and Lashings" at the uptodate store of H. Bernard & Son, Richelieu St., every Saturday noon. Leave your order early.

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WINDSOR HOTEL.

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141 Richelieu St., St. Johns

**THE PASSING OF No. 2 POST.**

Reported to have been found in a field near the Depot, enclosed in an envelope postmarked:—Petersgate, State of Bliss, S.K.Y.

'Twas winter—and the whistling wind  
Was wildly whirling where it would,  
The drifting snow was fit to blind  
And drive to tears a man of wood.  
—And I was out on guard.

I tramped the path of duty dire  
With steps mechanical and slow;  
Sweet smoke rose from a distant fire  
And mocked me, pacing to and fro,  
—As I was out on guard.

The ancient fort her shelter gave,  
The sentry crouching neath her wall—  
Alas! 'twas not enough to save  
His soul from death's alluring call—  
—A corpse remained on guard.

In heaven I lay—one eye, mark you,  
Glued to a knot hole in the floor—  
Beheld the fort, St. Johns, P.Q.  
Beheld policemen, numbering two,  
Instructed by the potent few  
With gesture deep and finger blue,  
Impale my body through and through  
And sink it in the Richelieu,  
—And then—they—went on guard!

—Sapper E. Carol Jackson.

**The Printers Want to Know**

Why M.P. Mac, who has a fine sense of humour and is in high spirits, etc., in the News office when the "shag" is handy, never recognizes his confreres on the Great White Way of St. Johns?

Although C.S.M. Simms was away the Stables were still "shunned", which leads us to the conclusion that even the Scabiae have become discriminating.

**WE RISE TO INQUIRE—**

Why "Red" Milloy hasn't been near the mess hall since Christmas dinner?

Who was the C.S.M. who started across the parade ground on his pedal extremities and finished the trip on his rear extremity?

Who completed Andy Logan's unfinished hair cut for him?

When Corporal Rylands intends to move his bed and kit to Room 25, as a permanent boarder?

Who was the corporal of the guard who was the recipient of a handsome present (originally intended for an entirely different party, who could not be located) from a local feminine admirer, while on duty (the corporal, not the feminine admirer)?

Who you would consider the three most enthusiastic fire-huggers in the Depot? (We would

nominate as our choice: Rags for the first, and Corporal Rylands for the other two.)

Who is the corporal who jumps nervously at the mention of the name "Emma"?

**A SUGGESTION.**

Would it not be a good idea to have a larger mail box installed in the barracks? The present ones are entirely too small, and after about 9 p.m. it is usually impossible to insert a letter without using a shoe horn. There is also the danger of letters falling to the floor and being lost or destroyed, or at least damaged. With the number of men now in the Depot, and the number of correspondents possessed by each man, it would surely be well worth while to install a mail box of sufficient dimensions to amply accommodate their daily heart out-pourings.

**Who Perpetrated This?**

Facetious Sapper: "Say, what's the difference between the orderly officer and a driver holding the Major's horse?"

Unsuspecting Friend: "I don't know—what is it?"

Facetious Sapper: "Why, one mounts the guard and the other guards the mount."

And the fall of the Facetious One shook the building.

**J. R. GAUNT & SON**

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315 Beaver Hall Hill,  
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Military Equipments:—

Badge, Buttons, Shoulder Titles,  
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of Canada.**

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Paid-up Capital, . . . \$7,000,000  
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We welcome small accounts of well  
as large ones. Interest allowed at  
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DRUG STORE**

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We do developing and printing  
for amateur.

Developing—Film any size 10 cts.  
Film Pack " 25 cts.

Printing—2 1/4 x 3 1/4, 2 1/2 x 4 1/4, 40c. doz  
3 1/4 x 5 1/2, 50c doz.

**Mounted Section Wants to Know**  
(Continued from Page 5)

Why a Driver was blamed for the episode under "Push" in the last edition?

Would the Orderly Officer for the night of the 24-25 be giving too much away to "Who let you in, Sapper Mc——?"—no, we want tell!

How many Mac's are there in the Mounted Section?

Overheard in Stables:—C.S.M. calling the roll and receiving no answer to a name called:—"Nar, then; just think of the nime yer jined up wiv."

**SQUIBS AND CONUNDRUMS**

Forged by Jimmy Barr, Staff Farrier Sergeant, E. T. D., at his own forge in his own time nigh to the good drinking water.

We are the mounted section:—We mount pickets;—We mount horses;—We DON'T Mount Johnson!—get that, flat feet!

The horse is a man's companion: a sapper's aversion. Eh, what?

How does a recruit ride differ from a route march?

The driver falls OFF. The sapper falls OUT! The driver commingles with the stars: the sapper, with the MUD!

The horse is fed on real oats; the driver only on mush!—which I think accounts for the fact that the horse less frequently overstays his pass than the driver.

**CHRISTMAS IN HALIFAX.**

Halifax, Dec. 26, 1917.

Editor "Knots and Lashings".

Dear Sir:—

In spite of the fact that duty holds us to our work in Halifax, and we are unable to spend Christmas with our friends, we have to report a very pleasant Christmas in old Halifax.

Thanks to the thoughtfulness of the Canteen Committee the men of the Halifax draft enjoyed an excellent dinner on Christmas eve in the banquet hall of "The Tally-Ho".

Lt. Young, as master of ceremonies, played "dad" to his big family in a very able manner. The boys were very glad to welcome Lt. Stewart back into the family. Capt. Davis, O.C. of the 4th Co., R.C.E.'s, was the guest of the evening and enjoyed himself so much that he gave us an extension of leave that he might prolong the pleasure.

After the good things to eat had been safely stowed beneath the khaki, the remainder of the evening was very pleasantly spent in song, music and smoking.

Spr. Cormil delighted all with his well rendered songs. Spr's Graham, Andron, Smith, Diek and Underhill all held forth in their ablest manner. Care was forgotten and like a big family of boys we gave ourselves up to the enjoyment of the evening.

Capt. Davis extended the season's greetings to the boys. Lt. Stewart gave us some wise-words of counsel.

Sapper Harrison, being called upon, had nothing to say but took a long time to say it. For once within the memory of A.I. he had nothing to kick about.

After a hearty vote of thanks to the Canteen Committee for their thoughtfulness, and the passing of a resolution to wire the season's greetings to Lt. Col. Melville and the men of the Engineer Training Depot at St. Johns, the evening was brought to a close by the singing of the National Anthem.

Spr. A. MACKAY.

"Knots and Lashings" is printed by the E. R. Smith Co., Ltd. ("The News and Advocate") St. Johns, Que., Can.

Office Tel. 385. Res. Tel. 62. P. O. Box 477.

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**CHEWING GUM**  
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**CHICLETS**  
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Puts the light at the right place in  
the right amount.

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PAY DAY

SOCIETY NOTES.

"Red" Milloy changed his mind about spending his New Year's leave at Orton, Ont., and on the whole we cannot blame him. We understand this was at one time a thriving village, but one winter half the population died of pneumonia, and his widow went West to live with her folks.

Sapper Parsonson borrowed a dixie from the cook house and gave his shoes an oxalic acid bath preparatory to going on New Year's leave. He was obliged to bathe them one at a time, but it couldn't be helped—it was the largest dixie they had.

**The Hughes Owens Co. Ltd.,**

MONTREAL, OTTAWA,  
TORONTO, WINNIPEG,

**Blue Print, Drawing,  
Tracing Papers & Cloths.**

EVERYTHING FOR THE  
DRAWING OFFICE.

*With  
Compliments of  
Lymburner,  
Limited,*

360 St. Paul St. East,  
Montreal.

C.S.M. Estey tried to hurry across the parade ground the other morning. The rain the same evening, and the subsequent freeze, have made the ice nearly as good as new.

Johnny Wyllie gave Andy Logan a haircut one day last week (and made a remarkably good job for an amateur), leaving a lock of it dangling uncut just over the nape of his neck, like a pigtail. Andy went home in blissful ignorance thereof, but when he appeared the following morning he was minus his decoration. He was extremely reticent when questioned as to who had removed the surplus hair for him, merely turning a baleful and polaric gaze on the inquisitive ones. However, Johnny's popularity as a tonsorial artist has declined considerably since the incident.

Johnny Wyllie, the newly married corporal of "C" Coy. has been so anxious to see his better half that he could hardly wait for his New Year's leave, although he denied this with considerable heat when questioned. The members of his section accused him of singing love songs to himself, and followed this up by calling him a turtle-dove. The conversation ended at this point, the turtle-dove departing crimson with indignation and cooing wickedly.

While on his Christmas leave in Brooklyn, N.Y., Sapper Horsbrugh was talking with a lady who is acquainted with Col. Melville. Her parting admonition to Horsbrugh was: "When you get back to St. Johns, be sure to drop in on the Colonel and give him my best regards." Horsbrugh said that he would, but as we go to press we have no authentic information that he has kept his promise.

Acting in his official capacity as Chairman of the Decorating Committee of "C" Coy., Red Milloy paid a visit last Saturday

evening to every store in St. Johns and Iberville, and by threats, cajolery and promises managed to wheedle a calendar for the current year from each one of them. The result of his zealous labors is now on exhibition in Room 76, the whole being arranged with a tastefulness and a regard for color harmonies which speak highly for the artistic temperament of Chairman Milloy.

While en route from Toronto to St. Johns on his return from Christmas leave, Sammy Forsythe was so fortunate as to make the acquaintance of two Montreal ladies who hospitably extended to him an invitation to call on them, when in Montreal, at any hour of the day or night, and even begged him to stop over a train or two and pay them a short visit then and there. It is to be regretted that in the excitement of taking leave of them Sammy neglected to secure their names and address for future reference.

A day or two before Christmas, "Red" Milloy was heard to observe that in spite of preparations and promises, he didn't believe the Christmas dinner would amount to much. However, as he was slowly and painfully making his way out of the mess hall after that dinner of blessed memory, with his eyes protruding slightly, and emitting hollow groans at intervals, he admitted that possibly his statement might have been premature. Anyway, our section voted it a huge success—half the boys were sick all night and the rest didn't seem to care for any breakfast next morning.

BRING ON THE GLOVES!

St. Johns, P.Q., Dec. 29.

Editor "Knots and Lashings".

Dear Sir:—

The following limerick may be appreciated by some of the boys who are spending the Quebec winter at the Depot here. It comes from a "fair war-worker" out Portland (Oregon) way. Evidently the fame of our weather has proceeded afar!

It reads:—

"There was a young man from Quebec  
Got stuck in the snow to his neck,  
When asked, "Are you friz?"  
He said, "Yes, I is."

"But we don't call THIS cold in Quebec."

Yours truly,  
—Spr. S. A. LANG.

**Fred. Lake**

13 Ralph St., OTTAWA.

**Whips,  
Lanyards,  
Polish,  
Mirrors,  
Guaranteed Goods.**

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Canteen  
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**S moke  
Hudson Bay Co.'s  
Imperial  
Mixture**

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TOBACCO.

**"Chandler"**

*Photos and  
Enlargements.*

367 St. Catherine St. W.,  
Montreal.

Special prices and attention paid  
to military photos.

MY LOVE.

My Love is like a fever; and my heart,  
 Heavy with thought, denies me gentle sleep;  
 My weary eyes their foolish vigil keep  
 Unmindful of the dull brain's angry smart.  
 My love and I cannot be kept apart  
 Though half the world divide. My mind must leap  
 To that dear country, where with joy they keep,  
 The only balm for me with healing art.  
 Insatiate Love, that, like the sounding sea,  
 Art ever being filled, yet never full;  
 Guide of the World, Cherubic Destiny,  
 Be merciful in your despotic rule:  
 Look with an eye of pity now on me,  
 Restore my love, lest love should be my dool.

—NEIL S. STALKER,  
 D. Coy.

EXPLANATIONS ARE  
 CERTAINLY DUE  
 —COME THROUGH!

Certain responsible sappers in "D" Coy, having heard that Lt. Trow was at one time in Arizona, U.S.A., would like to know if he can vouch for Lee. Corpl. Beak's version that Tarantulas (monstrous spiders) attain the size he says they do.

While he asserts that they are not as big as horses, they certainly step out like horses and bark like dogs! He even asserts that bulldogs being scarce in the place he was at, the inhabitants would chain a tarantula at the back door, as they act the same as one, and will even eat out of one's hand on

Remember that  
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 is the place to buy your

**Furniture**

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 you can wish.

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 Just like Home at

**Richelieu**

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Come in and spend your spare time  
 at all times. You are welcome.

ICE CREAM,  
 SOFT DRINKS and  
 HOT DRINKS

Pianola playing all the time.  
 Cheerful Fire: Home Comforts.

getting friendly with them.

Far be it from us to doubt this. Lt. Trow would ease our minds if he could o. k. this statement.

In the meantime our responsible Corporal is propounding the virtues of the centipede which, up to the present, has attained the length of 6 feet and has been known to fight a pitched battle with a Gila monster which he says roam the country in large murderous bands!

Hoping to hear from our C.O. on this vital matter we remain,  
 —R. S., D. Coy.

GOOD! WE SUBSCRIBED \$345.  
 St. Johns, P.Q.,  
 3. 1. 18.

The Editor  
 "Knots and Lashings",  
 Sir:—

I have the honour to herewith enclose for public information the following statement of monies received by me from the sources mentioned thereon.

Subscription lists are filed in the Depot Orderly Room, where they can be inspected at any time on application to Lieut. Armstrong.

The statement has been signed by Capt. Pettigrew who audited my lists. There are still 2 lists to come in yet; namely, Canteen Contractors and Halifax.

Yours truly,  
 Chas. G. G. McClure,  
 Major C.E.

ENGINEER TRAINING DEPOT.  
 Canadian Prisoners of War Fund.

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 in St. Johns

*Wines, Spirits & Liqueurs*

Excellent  
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Rates Moderate

Spacious Dining Rooms

**POTPOURRI OF GOOD STUFF NEXT WEEK**

Each large unit has had an opportunity of monopolizing Page 5 for six weeks.

Now, for next week, every other and smaller organisation on the Post is expected to furnish, for the Feature Page, grave or gay items that will make the rest of the Depot sit up and take notice.

The Employed Section; the Band; Headquarters Staff; The Cooks' Brigade; the Army Service Corps; the Batmen; the Medical and Pay Staffs; the Firemen—each and every small organization at the Depot is expected to furnish SOMETHING for the HASH page next week. Hop to it and let the Depot know what talent you have hidden for so long.

Have all material in, please, by **MONDAY NOON.**

**PANTS—PANTS—PANTS!**

A sapper of "A" Company, after vainly endeavouring to procure a pair of pants from the Honourable Q. M. Stores, is quoted to be the author of the following attractive and touching stanza:—

"They have pants, pants, all kinds of pants,  
Pants that are little and tall;  
Pants of all patterns, both thin un's and fat un's,  
And Pants that are not pants at all!  
Pants made from old tunics, and seats of old trousers,  
And Pants that are old women's pants!  
Pants that have roughed it since Wellington snuffed it,  
Are issued to Sappers as Pants!"

—L. Cpl. STRANG.

Do you send "Knots and Lashings" home regularly!

**DAILY ORDERS**

Orders by General Cleanout  
74th October 1917

**PART I.**

**Court of Enquiry:—**

A Court of Enquiry, composed as under, will assemble on Friday the 61st of September, at a place and hour to be named by the president, for the purpose of enquiring why so many drafts have been leaving lately.

President: Major Bedd.

Member: Lieut. J. A. M. Potts.

Member: Lieut. W. H. I. Z. Bang.

D. Amitall, Lt., Adjutant.

**PART II**

**No. I. Transfers:—**

No. 23 (skidoo) Spr. W. H. Y. Knot transferred from Z Coy. to Paper Lancers Section.

**No. II. Regt'l. Charges:—**

The amount of 3c. will be deducted from the account of the following man for re-issue of cap-badge:—No. 0000 Spr. I. Stoney Broke.

**No. III. Hospital:—**

No. 2005 Spr. I. Cough, suffering from the Hoopastoolics of the dialologram, is admitted to hospital.

No. 222 Dvr. Home, suffering from the usual driver's sufferings, is admitted to hospital.

**No. IV. Leave:—**

Weekend leave will be granted to the whole depot, as usual—!!!!

**No. V. Promotions:—**

Spr. W. Ont to be acting Sapper from this date.

**No. VI. Punishment:—**

Dvr. Nomoney, charged with refusing to facilitate pay, awarded:—To be forced to receive double pay for 3 months.

Spr. B. Good. Charged with dumb insolence, when ordered to stop talking, awarded 7 days C.B. (Catching Bugs.)

Spr. L. Azy, charged with refusing to accept a 6 days pass, awarded sick furlough.

**No. VII. Absentees:—**

Spr. Vam Oose, absent since A.D. 48. 14.

D. Amitall, Lt., Adjutant.

**Shame On You, Red!**

Fashions change, and tastes likewise. Crawford is tying his head up in towels every night trying to coax his hirsute adornment to

"stay put" à la pompadour; while "Red" Milloy is doing his best to inveigle a parting into taking up permanent quarters in his Skaneateles locks (for the benefit of those unfamiliar with the

geography of New York State, Skaneateles is about forty miles beyond Auburn). However, we must admit that in either case any change from the present style would necessarily be an improvement.

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**Mark Sung**

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## "NUTS AND RATIONS."

Another milestone passed!

We are looking forward in the new year to the Great Adventure.

Believing variety to be the spice of life we are hoping to be well seasoned ere the dawn of another year.

We have heard the Call from "Over there", and now,—the Christmas Holidays being over, and many of us having seen those near and dear to us,—we are feeling like Hounds, straining at the leash, eager to be off.

For who knows what is in store for us? Parsons, Philosophers, Politicians, and Prophets, may hazard a guess, but they are like ourselves, whose guiding star is Hope, when it comes to seeing into the future.

Are we downhearted? No! At least not whilst the Canteen fund holds out, and we get treated to turkey and smoking concerts, with an occasional tune from the Band. Under such circumstances we feel we could go on for ever.

Men are four:—

He who knows, and knows he knows

He is wise: Follow him.

He who knows and knows not he knows

He is asleep: Wake him.

He who knows not, and knows he knows not

He is simple: Teach him.

He who knows not and knows not he knows not

He is a fool: Shun him.

"Absence makes the heart grow fonder"

You write your girl and fondly tell her.

Your rival stays at home and chuckles

"Yes, fonder of the other fellow".

First Sapper. "Do you know a fellow saluted me the other night? Said he thought I was the Colonel." Second Sapper. "Why that's nothing. Only the other day a chap came up to me and said "Holy Moses' is that you?"

The E. T. D. is composed of three classes of men at the present time. Those who went away for Christmas leave and those who went away for the New Year. "Yes, but what about the third?" Oh! they are the lucky ones who stayed in Barracks, and won't have to go around trying to raise a 'Sub' between Now and Payday.

Strange how a fellow gets into a temper when he gets out of temper.

We dropped into the men's mess during the last few hours of the Dying Year to listen to the music and song, to smoke, and eat, and drink, and we were not disappointed. At first we thought we were to witness one of those silent picture plays the title of which suggested itself in "the Light that Failed". But the authorities having reconsidered the advisability of leaving us in utter darkness, switched on the Juice just when our Vaudeville artistes were losing hope of getting a show.

Having got under weigh, we were entertained with a bright and sparkling programme. It was worth the money we paid for admission alone, to witness the distress of Corporal Vaughan when he realized he was a complete wreck, and his despair when he discovered the ship was on fire surpassed the descriptive efforts of our greatest tragedians.

Corporal Rylands was a whole programme in himself. Vocalist, Prestidigitateur, and Raconteur rolled into one. The efforts of our worthy Bandmaster Sergeant Cook were acceptable, but if he is as old as those stories he tried to persuade us were original then we congratulate him upon his youthful appearance.

Of course the "Star o' Rabbie Burns" was in evidence, and the singer



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reiterated his intention of going back to the land of the Heather-r-r-r but showed no desire of doing so, until the suggestion of a "Wee Deoch an' Doris" left the platform temporarily unoccupied, which occasion was seized by Sapper McKane to enliven us with a little legal advice about the danger of tampering with the chief witness.

Driver Wilson tunelessly reminded us of the doings of the "boys of the King". Sergt. Henson, evidently under the impression that if you feed a man he will remain in a good temper for at least an hour decided about 11.30 to put his impression to the test, with the result that an enthusiastic and hilarious crowd passed from the memorable and never to be forgotten 1917, into the new year, full of hope and anticipation of soon reaching the goal we set out for.

—PAT.

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