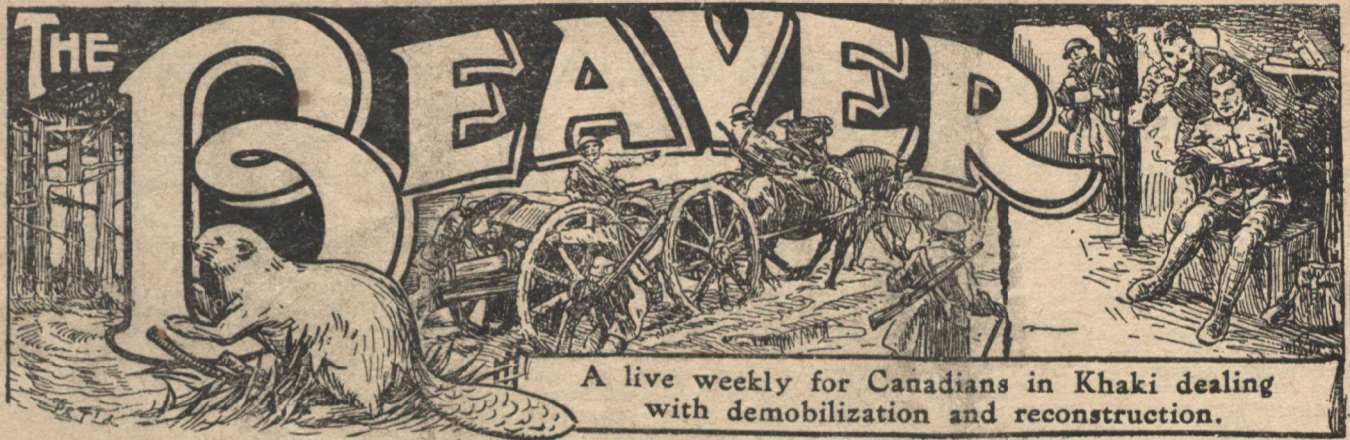


THE PAPER WITH SNAP IN IT!



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PRICE ONE PENNY (2 CENTS).

ONE of the best known and most popular figures in Canadian circles in London is Lieut.-Col. J. Obed Smith, Commissioner for Emigration for the Dominion Government.

Col. Smith, or "J.O.," as he is to his familiars, is one of the best types of civil servants. He is suave, gracious, disinterested, and a slave to duty. His motto is the same as that of the Prince of Wales "I serve." A guide, philosopher and friend to every intending emigrant, he takes as much pains to give correct information of the right sort to a domestic servant or a farm labourer, as he does to supply a business man or a financial magnate with the "latest figures."

Col. Smith has been through the mill. He knows by actual experience all the conditions, as well as the hardships, which make for or mar success. He went out to Canada as a youth in 1881, and until he got his feet firmly rooted did "any old thing," and "every old thing," as so many other notable Canadians have done.

Ten years later he was a barrister of the Manitoba Courts. He was for a time accountant of the Legislative Assembly for that Province, afterward becoming Chief Clerk in the Railway Department, and later right-of-way solicitor. As Deputy Railway Commissioner, Deputy Provincial and Commissioner, and Deputy Attorney-General, he served an apprenticeship which gave him an exceptional insight into the affairs of the province.

In 1901 he entered the Dominion public service as commissioner for Immigration at Winnipeg, and during his term of office 800,000 settlers—more than twice as many as the Canadian army—were established in the west.

In 1908 Col. Smith was made assistant superintendent of emigration for Great Britain and Ireland, and for the continent of Europe, with his office in London. Up to the outbreak of war no less than 1,250,000 settlers have, under his direction and jurisdiction, crossed the Atlantic to found homes on

The Commissioner for Emigration.



Photo by

[Haines.]

Beaver Gallery: No. 7, Lt.-Col. J. Obed Smith, F.R.C.S.

the broad and fertile land of Canada's fair domain.

During the war he has been special representative of the Western Canadian Press Association, and besides contributing articles to London magazines, was never able, from lack of time to meet the demand by Western Canadian and American newspapers for articles on the war.

He is an advertising and publicity expert whose reputation in Fleet Street is established. He is also a Fellow of the Royal Geographical Society, Society of Arts, etc., and sits on the Strand Division bench as Justice of the Peace for the County of London. He is a Life Governor of three hospitals. In Masonic circles he is well-known as a founder and treasurer of Canada Lodge, and represents over here several Grand Lodges in Canada, while he is also a member of the Grand Lodge of England.

With a comprehensive experience in moving large bodies of men and women it is no wonder that during the war the government instinctively turned towards Lieut.-Col. Smith, when the question of repatriating soldiers' dependent families became acute. It is largely owing to Col. Smith's knowledge, good judgment and sound sense that the arrangements made have been so successful, and it is particularly gratifying to know that nearly 22,000 women and children were booked to Canada during the most serious period of the submarine menace, without the loss of a single life. Now that this horrible menace has been removed, the work of repatriation is to be accelerated and Col. Smith and his staff are working night and day to send home women and children, if not "first," as quickly as they can, and those in doubt on any point may feel free to write to him.

Col. Smith holds a commission for taking affidavits in all the courts in all the Provinces in Canada, and is a Special Commissioner on the Dominion Lands Act to receive applications for patents for homesteads and pre-emptions.

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FARMS AND FARMING.

The Merits of Sweet Clover.

"If you have a poor field, or have failed with alfalfa and red clover, it will pay you to investigate the merits of sweet clover," says F. C. Nunnick, B.S.A., in "Conservation." In further description of the value of the plant he explains that although sweet clover is frequently looked upon as a weed, it is a valuable soil improver and makes excellent feed. But it must be cut early or it becomes woody; and further, it must be cured without being spoiled by rain. It can also be used as silage, but care must be exercised to tramp it very tightly in the silo and to weight it to prevent excessive spoiling. If a second crop is desired or if seed is required from the second crop, the first crop must be cut with a high stubble, to allow at least a joint or two on the stubble from which the new growth starts.

Sweet clover will often survive the winter that kills red clover.

Which Farm Activity Pays You Best.

Farming is a business—a man-sized business. And yet can you tell which branch on your farm pays the best? Is there some department which is being conducted at a loss after the various overhead charges are deducted? Have you ever really stopped to think of these incidental expenses, the interest the money invested and the annual depreciation of buildings and implements? You have? And you say you have proceeded to reduce these overhead charges? Then you must have kept an accurate record of all receipts and expenses.

It is not necessary to keep an elaborate set of books—day book, ledger, journal, etc. Neither is it necessary to have an extensive knowledge of commercial book-keeping. At the beginning of the year an inventory is taken of values of buildings, crops, stock, implements and again at the end of the year. Care must be exercised, however, to increase the land value only when improvements have been made during the year and not in accordance with the rise or fall of land values. This gives the true agricultural value of the land and not the real estate value. During the year, an account is kept of all receipts and expenses for each department, and the totals balanced at its conclusion.

A very simple but comprehensive "Farmer's Account Book" is published by the Commission of Conservation, Ottawa, and distributed free. As the number is limited it is advised that all applications for this booklet be forwarded at once. Ask to see a copy of this booklet at your branch of the Khaki University.

The Growing of Red Clover for Seed.

First-class red clover seed costs over \$20 per bushel—which is another way of saying that a farmer may obtain over \$20 per bushel for his clover seed. The average yield is from two to three bushels per acre, although five bushels is frequently obtained. Moreover, when some of this seed is saved for the next year's planting, one is assured that no noxious weeds are being introduced, as frequently happens when strange seed is purchased. In addition to these facts, the clover field has already yielded one bumper crop of hay.

The first crop of clover is never cut for seed as the flowers produce very little seed. This is due to the fact that the bumble

bees, who alone are responsible for the fertilization of the flowers, are not in great numbers at that time of the year. Why? Because in a nest of bumble bees, all the bees, except the queen, die in the autumn leaving the queen alone to reproduce her kind and build up a new colony the following spring.

Cut the first crop early. This gives the second crop an opportunity to blossom and ripen its seed before the early fall frosts come. Pull or cut out the weeds. This gives a cleaner seed. The cleaner the seed the higher the clover will grade, and necessarily, the higher the price.

Cut when nearly all the heads are browned. But better still rub several heads of the clover from different parts of the field, in the palm of the hand. When the seed shells out easily and clean, it is time to cut. If the seed is still soft leave the crop a few days longer. Don't make the mistake of cutting too soon. Use an ordinary mower, or a mower with a table attachment. Or the binder may be used by removing the binding attachment and the two small boards that hold the sheaves in place. This leaves the cut clover in a splendid position to dry out on the stubble. Cut when the dew is on the plants to prevent the shelling of the seed.

C.P.R. Land Scheme.

In the course of his speech to the Thorold (Ont.) Board of Trade, Mr. E. W. Beatty, President of the Canadian Pacific Railway, gave a brief outline of their proposed land scheme. A large number of farms will be established, on the community settlement idea, if feasible, in the Provinces of Alberta and Saskatchewan. A start has already been made, and a number of 160-acre farms have been grouped in communities. Any returned soldier requiring a little tuition may commence his farm under expert supervision. Under this plan the settler will be given a four or five-roomed house, a barn large enough for ten head of stock, and a pump. The land will be fenced and made ready for cultivation.

The plan involves an expenditure of \$3,500,000 in building 1,000 houses and a like number of barns, 1,300,000 miles of wire fence, digging 1,000 wells, and getting some 50,000 acres of land under cultivation.

The salvation of agriculture lies in good stock, and the best type of citizen which the country produces is the stock farmer. After the war there will be an inevitable slump in the price of grain, but the depletion which has taken place in the livestock supplies of the world would assure the stockman of continued high prices.—HON. DUNCAN MARSHALL.

Use your gifts faithfully and they shall be enlarged. Practice what you know and you shall attain to higher knowledge.—ARNOLD.

When this war is finished the demand for dairy products will be twofold, fourfold, tenfold, greater than than the supply. Europe will come with outstretched hands—every country in Europe—and say, "We must have milk; give us canned milk; give us dry milk; give us butter; give us cheese; give us dairy cattle; give us animals to build up our dairy herds again."—CARL VROOMAN.

CAMP FIRE AND PINE WOOD.

HOW A BRITISHER FELT THEIR CHARM.

By DENIS CRANE. Author of "John Bull's Surplus Children," etc.

Strange how the spirit of adventure lurks in those who were born and bred in the city, and how the desire to penetrate and conquer wild nature sometimes possesses those who seemed destined to nothing more exciting than the cultivation of a garden plot.

Strange, but true. A woman delicately reared in the heart of Toronto, accompanied her husband at the call of business up into North Ontario. The summons put her loyalty to the test; friends and social pleasures were hard to leave. After some months in a prosperous settlement, duty took them a hundred miles or more into the bush. Here, for three years, among rough but honest men, they lived in a log hut, watching, across a silver lake, the sun each day mount up the opal skies of dawn and sink in crimson splendour behind the shadowy pines. Then the husband sent the wife on a five weeks' visit to the old home.

Back Alone.

"Within a week," said he, relating the story, "she wrote and asked me to fetch her back. Of course, I couldn't: I just told her to wait. Ten days later she had started back alone."

Something, perhaps, in this case, must be ascribed to Canadian blood. But the same holds true of men of British birth whose whole horizon until they reached maturity was bounded by a Leeds factory or a South-wark tenement.

Nor is the man of bookish and sedentary habit any more immune. I have known these pine woods, these unnavigated rivers, these still lakes, these gold and purple camp-fires, hold me with an ecstasy almost painful. Not comfort, not friends, not ambition, but wife and children only, have kept me sometimes from forsaking all for this siren call of the wild. And there are those whom even these sacred ties will not hold.

I remember once sitting on the high balcony of a little hotel, facing the setting sun. Right and left, fading away into purple haze, was pulp-wood and forest, dusky green the one, gorgeous the other in autumnal colouring.

The hotel stood in a clearing. Dwellings and business houses, from the first crude shack to the building of steel and concrete, were dotted everywhere; roads were cut, side-walks laid, churches built; all where five years before the moose and the black bear had roamed. The newness of the clearing was evidenced by the tree-stumps, whose fallen timbers the droning saw-mill behind me was cutting into beams and scantling.

My impressions are still so vivid that I lapse into the present tense. My eye dwells on a double line of steel that gleams, converging, to the west. Along it what a ride I had. Six of us, and a dog, for sixty miles, on a motor-trolley, with guns, a camera, and a provision bag.

At that time, the line was not yet open for traffic. It was part of the great Trans-continental, the Government-built line, that now links ocean to ocean. From Cochrane, the future metropolis of this fertile Northland, it pushed through forest and bush to join the portion creeping East. Just a few miles to the West, near McPherson, are those splendid acres which the Ontario Government has set aside for settlement by returned soldiers and sailors—settlement on "easy terms," if ever there were such, preceded by a period of free training at the Government Experimental Farm at Monteith.

Have you ever ridden on one of these gasoline speeders, that on four wheels and half a dozen planks will hustle eight men along at five-and-thirty miles an hour? A tonic to the venturesome, but to the nervous a protracted shock, it is an experience not to be forgotten, whether for its discomforts or for its delights.

It gives unrivalled opportunities of studying the country, for what it lacks in elevation it gains in facility for dismounting. Our view is shut in on either hand—with the exceptions to be presently spoken of—by spruce, cedar, jack pine and other growths valuable for fuel, for pulp, and for construction work. Right back they stretch, north and south, for hundreds of miles.

We are not so concerned with these, however, precious though they are to the settler as shelter-belts and for other purposes, as with the nature of the soil. The construction gangs have laid it bare in section—a super-soil of rich blackish quality, resting on a bed of alluvial clay.

Twenty million fertile acres, known as the Great Clay Belt, stretch through these Ontario northlands; though "northlands" is misleading. We are not away up near the Pole. "North" is a comparative term. These soldier farms are, in latitude, thirty miles south of Winnipeg, and nearly three hundred south of Edmonton; and hundreds of miles nearer than the Prairies to the Home Country.

Twenty million acres, capable of producing wheat equal to "Manitoba hard." Proof of its fertility is the abundance of clover found on the farmlands everywhere. Oats and barley are as full and heavy as those in Old Ontario, while timothy I have seen full six feet high. As to swedes, who can complain when they turn the scale anywhere from thirteen to eighteen pounds? For nothing tests the strength of soil like turnip growing. And what is to be said against cabbages weighing twenty pounds, potatoes three pounds, parsnips and field carrots twenty-six inches long, and blood beets measuring sixteen inches? These, however, on farms farther east and a few miles to the south. Along this line at present the settler is but beginning to move in, and hundreds of thousands of acres are available, near the line, for the man of stout heart and strong arm. Here and there we speed by clearings, right by the track-side, where pioneers and their families are already "making good."

Roads and Bridges.

The Government has expended large sums—upwards of half-a-million dollars yearly—in the construction of roads and bridges; and in addition to this expenditure from current revenue, a special appropriation of five million dollars was lately made for the development of the country, the major portion having been spent in cutting and grading great highways through the bush, so that the settler may the more easily reach his farm from the railway and the railway from his farm.

We alight at one of these roads running due north from the line, some dozen miles west of the hotel where I am sitting. It is a new avenue into a new world twenty-thousand square miles larger than the British Isles; and it thrills us with all the magic of new possibilities and a new escape from the tyranny of an artificial life.

Over rivers, too, we rush along—the Frederick House and the Mattagami, and

many smaller streams, and by lakes of great size and beauty, for the whole of the Northland is plentifully watered. Wild duck rise from the glassy surface of the lakes as we approach; the guns crack sharply, and, with furious tail and loudly vocal joy, Jess plunges in to fetch the quarry.

Our destination is a lumber camp, west of the Mattagami. The shadows have begun to gather when we run the speeder into a siding and thread our way through the bush to where a teamster is calling to his team. A big fellow he, in green jersey and buff-coloured pantaloons, the latter terminating in high-laced moose-skin boots. His throat is bare and a soft hat is jauntily set on his head. His pair of greys are taking a log to the riverside over a splendid road of sawdust and clay.

This road we follow into camp. No pen can describe the scene. A partial clearing has been made and in among the slender standing trees are timber eating-halls and dormitories, with residences for the overseers and sheds for the stores. In the precincts of the mill are stacks of pulp-wood; closer in, heaps of grubbed up roots for burning.

The Camp Fire.

Other heaps are already kindled. As the darkness deepens they give the scene an exquisite beauty. The fiercely glowing embers send up swirling streams of sparks, as weird figures stagger up with ponderous roots and fling them on the pile; and pellucid vapours, of everchanging hue, merge with the milky smoke against a background of purple-green, tipped with the last effulgence of the sunken sun.

We sit around on logs and eat a meal—chunks of bread and beef, and hunks of cake, that the cook has sent us. And as we eat we watch and hearken.

The men are coming in from work, their hairy breasts and arms abare, their axes on their shoulders. Young and hefty they are, in charge of an old soldier, "an officer and a gentleman." Listen! Round their camp-fire yonder they sing old folk songs, and the music swells, and dies, and swells again, making us somehow lift our eyes to the stars that begin to glisten palely through the boughs.

Reluctantly we slip away, not marvelling that men love solitude rather than cities, but understanding how it is that, when the camp becomes a town site, the old campaigner slings his axe and pushes again into the bush. And so we start upon our long ride in the dark-silent, huddled against the piercing rush of air, but exultant with the joy of life.

THE POPPY'S ANSWER.

By D. D. WINGET.

Secretary of the Rotary Club of Clinton, Iowa. First printed in the club publication of the Clinton Rotary Club.

In Flanders' fields we poppies grow
That all the passing world may know
We herald peace, surcease of pain.
For those who fought now live again,
Not in cold stone or mortal arts,
But in the depths of loving hearts.
We bloom afresh above our dead,
Our blossoms deck our heroes' bed
In Flanders' fields.

Our Father called us into bloom
To deck and shield each soldier's tomb,
To bask and glint in glory's gleam,
And fashion every soldier's dream,
As 'neath our roots he sweetly sleeps,
Each poppy true her vigil keeps,
And gently to the breeze she yields
Her soothing breath

In Flanders' fields.

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The Beaver :

A Live Weekly for Canadians Overseas.

LONDON : FEBRUARY 22nd, 1919.

Editorial Offices : 49 Bedford Square, W.C. 1.

REPATRIATION.

The government has done all in its power to accelerate the repatriation of soldiers' dependants, and to this end they have placed this important and difficult matter in the capable hands of the Commissioner for Emigration, and his expert staff at Charing Cross. No pains will be spared on their part to make the journey across as pleasant and comfortable as circumstances will allow. So far as arranging passages, allotting berths, and permitting husbands, wives and children, to travel home on the same boat are concerned, these are matters which will be adjusted by men and women whose business it is to reduce transportation difficulties to a minimum, and to smooth the domestic path of the returning hero, so that he may feel he has nothing to do but board the train and the boat and wait until he reaches port at Halifax or St. John, where he will be met and his demobilisation arrangements completed. Leave to see his wife and family back to the home town will be given, and the soldier returning to his Demobilisation centre will then have his papers completed, and will pass through to join his family with his post discharge pay for his immediate needs. No soldier need therefore worry about how "the missus and the kids" are to get back. All he has to do is to write to the Emigration Commissioner, explain the situation, and the Commissioner and his trained staff of experts will do the rest. Even on board ship "the missus" will find conductresses whose duty it is to assist in any way possible the burdened mother, while for the children unheard-of joys in the way of toys are pressed into transport service. Ships' parties of wives and children are now being arranged as swiftly as possible, and will leave as quickly as the shipping accommodation can be provided. There is no reason why every Canadian family should not now make application, if they have not already done so, for the necessary papers to enable them to return to God's own country—the land of the Maple Leaf.

FOR REFLECTION.

"In came Mrs. Fezziwig, one vast substantial smile."—Dickens' Christmas Carol.

THUMB-NAIL SKETCHES.

THE DEPUTY.

Modesty is a characteristic of the true Canadian. It is not always practiced, we may admit, and also it is not always apparent. On the other hand it is sometimes more apparent than real. Which, as an exception proves the rule.



The Deputy Minister, Col. G. L. Harrington, has particular tendencies toward retirement, which are rather perplexing when information is required to make a thumb-nail sketch.

An eminent lawyer, member

of a well-known Canadian firm, he was made Assistant Deputy in May, 1917, rising to his present position when Col. Gow was translated to Paris for more important work.

As Deputy Minister he must be, and is, eyes and ears to his Chief ; skilled in Canadian law, well up in military procedure, a good judge of men, and affable, and agreeable withal. These requisites Col. Harrington has to a large degree, and no selection for the post he holds and fills so ably could have been more wise or prudent.

Col. Harrington is an able and fluent speaker, and has won some notable cases in Canadian courts.

All his honors are to come. He wears no glittering orders yet, and his modesty is that respect is also characteristically Canadian.

THE GOVERNOR.

Captain Cinq Mars is one of the best-known of Canadian newspaper men, and was long identified with the great French-Canadian newspaper "La Presse." He is tall and blond, and in uniform in France has usually been taken for an Englishman.

He was resident correspondent for "La Presse" at Quebec at the time of the Royal tour of 1901, and had much to do with the French-Canadian end of the celebration in that city. A year or so later he was transferred to Ottawa as parliamentary correspondent, and won wide repute among newspaper men of both nationalities. He is an ex-president of the Press Gallery there. In June, 1913, he was appointed King's Printer for the Province of Quebec, returning to the Ancient Capital to reside. Early in 1915 he came overseas. Capt. Mars speaks no less than six languages. His linguistic talents especially qualify him for the post of Governor of Mons—a post to which he has recently been appointed.



REPATRIATION PLUS EMPLOYMENT.

Help from Every Loyal Citizen.

Towards the new order of social and industrial conditions in Canada, the government would seem to be making most headway through the department of civil re-establishment and the department of labour. The work of re-establishing the men from overseas in civil life is being undertaken in a conscientious manner, to the extent of helping them with guidance and information, and pensions and special aid where they are entitled to it, to offset disabilities which have been acquired on active service. The department of labour is pressing forward in co-operation with the provinces towards the organisation of a chain of employment offices across the country; in the Maritime Provinces, where the provincial authorities take the position that they cannot afford to share the cost of establishing employment offices, the federal department of labour is arranging itself to open ten or twelve offices, and a central clearing house to direct the movement of labour to places where there are opportunities for employment.

The soldiers' settlement board, under the direction of the minister of the interior, is created for the purpose of getting men established under fair living conditions in the main national industry of agriculture. The government will lend \$2,500 to any qualified returned man for the purpose of acquiring land, discharging incumbrances, erecting buildings, and securing the necessary livestock, machinery and equipment. The several branches of the work of the land settlement board seem likely to be of general practical service; the agricultural training branch is prepared to give short courses in practical farming to settlers who have not had agricultural experience; the loans branch will supervise the loans provisions; the equipment branch is for the purpose of helping the settler to secure proper equipment; helping to plan his farm buildings, and advising him with regard to the purchase of materials, machinery and livestock. When the fourth branch of the soldiers' land settlement board, the lands branch, has worked out the way for prospective settlers to purchase the land they deserve—good agricultural land near the railways—as well to put up buildings and secure equipment and livestock, out of the \$2,500 loan at five per cent. by the government, one of the greatest avenues towards productive employment and social stability in the approaching times of change will have been opened in Canada.

It does not require a very profound study of history to make plain the fact that repatriation of 400,000 Canadian men, after their years of experience overseas, must go deeper than the mere organising of existing employment opportunities. Mr. H. J. Daly, director of repatriation, is evidently aware of the deeper meaning of the task before him, and before the nation. In a message, he says:

"The fight is over—yes, but not the war. The war will be over when those who went in Canada's name to fight the battles of democracy, are so re-established in the land of their birth, or of adoption, as to be able to enjoy the fruits of democracy, and when the damage wrought to humanity by the war has been repaired to the utmost of human capacity."

The democratic tone of Mr. Daly's message

is rather more outspoken than old time national leaders in Canada are used to; but the times are unusual, and some exceedingly unusual changes in the social structure of this country, along with other civilised countries, seem to be about due. The orderliness of the changes will depend quite as much upon the people at home, who have not had the privilege of travelling abroad in the last four or five years, as upon the men from overseas, who have been learning the principles of solidarity and co-operation, and what can be accomplished by them in a forward movement against what would seem to be stubbornly entrenched opposition.

The committee of repatriation and employment, with Mr. Daly, an experienced business organiser, as director, is concerned with the linking up of all government activities for the re-establishment of productive employment conditions in Canada. It is essential that the department of civil re-establishment, the department of labour, the land settlement board, the housing and town-planning board, the road and highway board, and every other department concerned with industrial reconstruction, shall work together. It is the sound way to organise nationally for dealing with a national situation, just as in the war the infantry and the artillery, and the tanks, aeroplanes, and every branch of military service had to dovetail in with every other branch to avoid regrettable incidents and to ensure results.

The director of repatriation would seem to be conscious of the further task of enlisting the active co-operation of every Canadian citizen, irrespective of bygone political opinions, in preparing to make the new Canada of 1919 a better place for work-people to live in than the Canada of 1914. The national readjustment that is necessary to set up harmonious conditions in Canada, in keeping with the principles of democracy and social justice established at such cost in the war, will require "individual effort just as winning the war required individual effort." Furthermore, says Mr. Daly's message from the Committee of repatriation, "It requires the effort of every medium or organisation that has to do with the social and economical betterment of all the people. Therefore, in our efforts to re-adjust conditions to a better basis we want the assistance of religious, social, fraternal, business, educational, and all other classes of organisations." We want them to help as freely now as they did during the war—even going to the extent of submitting to direction when same is necessary. Such organisations are the agencies to create a community atmosphere of contentment; and they were never so much needed as they are to-day."

This desired help will be forthcoming from every loyal Canadian; it will come with especial pleasure and wholehearted co-operation from every citizen who has sincerely believed the war to be a war of principle, for the purpose of establishing justice and democracy against the onslaught of autocracy and materialism. Employment under worthy conditions for everyone willing to work is one of the first essential steps, it is the safeguard against disorder; repatriation is bound to mean far more to Canada, however, than the opening up of employment opportunities for 400,000 men.

—"Ottawa Citizen,"

ON A GOOD THING.



Sold by all High-class Bootmakers.

The KIWI POLISH CO. Pty. Ltd.
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 711-723 Fulham Road, London, S.W.6.

Opportunities for Returned Soldiers IN QUEBEC

"The Province of Prosperity."

The Quebec Government has plenty of vacant employment awaiting for ex-soldiers, and also assists such soldiers to find it.

FREE GRANTS OF LAND

are now made by the Quebec Government to suitable ex-soldiers. Particulars and conditions may be obtained on application.

The Provincial Government of Quebec gives generous financial assistance for the making of roads, the erection of schools and churches, and has secured from the railway companies cheap railway fares for all new settlers.

All ex-soldiers desiring to share in the advantages offered by this fertile and healthy land should write at once for further particulars to

The Agent-General of Quebec,
 36, KINGSWAY, LONDON, W.C.2.

KHAKI KOLLEGE KLIPPINGS

During the week ending February 1st the registration in all classes in the camps in England where Khaki Colleges are in operation, was as follows:—

| | |
|--|---------------|
| Elementary Subjects | 2,467 |
| Commercial | 1,456 |
| Elementary Practical Science | 1,165 |
| Agriculture | 3,565 |
| Miscellaneous, including Matriculation | 1,812 |
| Total | 10,465 |

This represents 3,147 individual students, and it does not include large numbers of men who are now at Ripon, where classes are beginning to take definite form.

During the week 309 men signified their intention to commence study in the Khaki Colleges, and 278 for one reason or another were obliged to withdraw.

27,836 hours were put in during the week, and although this appears a large number, there is room for much improvement as the average attendance only works out to between 40 per cent. and 50 per cent. of the students registered.

Epsom takes first place this week for its attendance, the average being 90 per cent. Basingstoke with 70 per cent. is second best.

Of the total hours' instruction given during the week, 32 per cent. were in subjects relating to Practical Science, 24 per cent. Elementary Education, and 18 per cent. Commercial.

The first of the Registration Cards of the Forestry Corps in France have just been received, showing that 119 men during the last few months in District No. 4 have been interesting themselves in preparation for resuming life in Canada: a very high percentage are studying Theory of Petrol Engines, a smaller percentage Agricultural subjects, a few are taking up Business Courses, and three are studying Spanish.

The Registrar desires to make known the following to the Executive Officers and Students: Official Certificates will be issued from the Registrar's Office at Headquarters bearing the signatures of the D.E.S. or D. D.E.S. and the Head of the Department of studies to which the certificate applies. These certificates will be granted to men (1) who complete a course at one of the Khaki colleges and pass an examination authorized by the Head of the Department concerned; (2) who complete a course of study through the Correspondence Department of the Khaki University of Canada and pass the examination authorised by that Department; (3) who pursue a course of study for a considerable period, covering a definite amount of work to the satisfaction of their instructor, but who for one reason or another are unable to present themselves for a final examination.

The first two of these are of high practical value, as they will be accepted by Colleges and Schools throughout Canada as exempting students from repeating the same courses.

In order to obtain these certificates the Registrar must be notified either by the Executive Officer or the Head of a Department, as the case may be, of the full name of the student, the course of study which he followed and either the per cent. obtained in the examination, or his attendance record card and a statement of what portion of the course he completed.

Bovington Camp.

This is probably the most interesting of the Camps in England, where Canadians are located. In historical interest, Roman ruins, decayed abbeys and so forth, this district is rich. In red-cheeked maidens sauntering gaily along the winding leafy, the neighbourhood is well represented, a circumstance particularly gratifying to all ranks. Then there are the Tanks on their training grounds, climbing seemingly impossible hills, knocking down trees as big round as a man's body, and generally disporting themselves like huge prehistoric monsters clothed with thunder. Amidst these congenial and interesting surroundings the 1st Canadian Tank Battalion nevertheless longs for home.

Probably for physique and average intelligence this Battalion is second to none in any Army. More than 50 per cent. of the men have had a University training, and a large number have resigned commissions to join the ranks of the Battalion. It is therefore not surprising to find the enrolment at the College here the highest per cent. of anywhere in England. The keen interest taken in the work must be very gratifying to those responsible for the Khaki University.

Much of this success is due to the impetus given to the work by Col. Mills and his officers. If the College here kindles the fire of ambition in only one or two men, its striving has not been in vain.

The London Agricultural Class visited W. H. Cook's Poultry Farm at Orpington on Saturday afternoon, February 8th. Mr. Cook took great pains to show the class his flocks, pens, incubators, etc., and answered the numerous questions with all thoroughness. The points noted particularly were the business-like atmosphere about the farm, the great care and economy practiced, and the vigor of all the birds.

If you are interested in poultry-keeping drop in to see the models of poultry houses at the Agriculture Department, London College.

The Agricultural Department of the London College has arranged for the following Saturday afternoon excursions:—

February 22nd.—A. & J. Brown, St. Albans for Holsteins.

March 1st.—R. W. Carson, Theydon Bois, for Jerseys, Berkshires, Large Whites, and Shires.

March 8th.—C. Morris, St. Albans, for Devon Cattle.

Come if you have the opportunity.

Mr. V. Lloyd-Owen is the right-hand man of the late Lord Rhonda in the Peace River District. He knows that country from start

to finish. In London on Wednesday evening, February 12th, he delivered a most interesting and timely address on the Peace River District to the combined Agriculture and Home Economics classes. He had slides showing the country and its various activities and discussed the great agricultural, mineral and forest wealth of the area: from the Experimental Farm that produced 156 bushels of oats per acre; the owner of a field 2½ square miles in extent who harvested his grain, and plowed and harrowed his land in one operation; to the oil-fields, gas-wells, gypsum deposits and tar-sands; and even to the Esquimaux who, while using both hands to net fish through the ice in winter has, perforce, to land his catch with his teeth—unless the catch seizes him by the nose first.

The new Class in Transportation and Shipping at the London College, mentioned in our last issue, has proved such a success that in future there will be two lectures a week—on Mondays at 7.15 at University College, Gower Street, W.C. 1., and on Fridays at 7.15 at 49 Bedford Square, W.C. All men interested should enrol at once in order to get full benefit of a course which will mean dollars and cents to them when they get back to Canada.

With the arrival of an 8-cylinder Renault Aeroplane Engine, there has been a revival of interest in the Petrol Engine classes at London College, making it necessary to conduct four new classes each week. In addition to the Elementary classes which have been running on Mondays and Thursdays of each week at 7.30 p.m. there is now an Advanced class at 7.30 p.m. on Tuesdays, a class specially designed for Agricultural students on Friday evenings at 7.30, and two classes for officers, meeting at 5.30 p.m., on Mondays and Thursdays of each week.

Students of Stenography have now a choice between Gregg's and Pitman's. Classes in Gregg's shorthand assemble at 49 Bedford Square, at 6.30 p.m., on Tuesdays and Thursdays of each week. The classes in Pitman's shorthand meet at 7.45 p.m. at the same address on the same evenings; before and after, Typewriting instruction is carried on under Staff-Sergt. F. Jarrett.

French-Canadian students are showing a keen interest in the study of English, classes in this subject being revived especially for their benefit. These are held at the Headquarters of the London College, 49 Bedford Square, at 6 p.m., on Tuesday and Friday evenings of each week.

CAN'T PROVE IT.

"Pardon me," said the stranger, halting the likely looking party; "Are you a resident of this town?"

"Yes, sir," was the ready rejoinder. "Been here something like fifty years. What can I do for you?"

"I am looking for a criminal lawyer," responded the stranger. "Have you one here?"

"Well," reflectively answered the native, "we think we have, but we can't prove it on him."

REPATRIATION: Its Reality and Romance.

By Lt.-Col. J. OBED SMITH, F.R.G.S., J.P.
(Commissioner of Emigration for Canada).

To the civilian—man or woman—detained in England beyond the time he or she desired, the word "repatriation" means "home," just as it does to an officer or soldier, and no amount of argument is necessary therefore to point the moral of this narrative.

Not until the Germans, early in 1917, announced their unrestricted submarine activities did the meaning of the word "home" sound so full and so far away to Canadians. The prospect of death on the high seas even if transportation could be obtained, was ever in front of them, and none knew better than the British Admiralty the alarming extent of the danger—unless it be those brave men who "go down to the sea in ships." At once there went out in the true British style the demand that this submarine menace must be met—and even sought out—at close quarters on the seven seas; all vessels, passenger and freight, were to be armed for the fight, and it was never known by what ship or at what moment a struggle to the death between British pluck and German barbarism might not be drawn to a conclusion.

Gallantry Hobbled.

These armed vessels were ordered to "hit every head that showed above the water, and to hit hard." When the armaments of the ships were well under way, and the ships themselves supplied with gun crews, the inevitable moment came when gallantry and respect for British life led these gunners to demand that the "decks of the sea" be kept clear for the fight, realising that impending danger might induce them, as men, to remember they had defenceless civilians to protect, even at the risk of losing the fight rather than draw the enemy fire. So the embargo came about which forbade the sailing of any women or children on the Atlantic, or elsewhere.

All governments fringing the Atlantic agreed that no passports should be issued, and the consequent collection of insistent women-folk increased until something had to be devised to relieve a situation which kept unfortunate war-widows and others from their Canadian homes.

As a result of negotiation the Admiralty agreed that if a secret could be kept, they would select and give the use of certain transports in order to provide the necessary means of travel, but passports to leave these shores would only be good if the holder thereof secured a ticket for such transport, issued by my Department. Thus we assumed the position of godfather and protector to many women and children, going to India, China, South Africa, South America and Australia, as well as direct to Canada. Indeed, dignitaries of all sorts, and even princesses appeared frequently on our sailing lists, all alike sharing the anxieties of the voyage and sometimes lamenting its unevenness.

The moon, the basis of much poetry in normal times, was to us a feature most to be dreaded in the days of gravest danger, as "the Lady of the Night" had a way of showing up a speedy vessel to waiting submarines that kept more than the Captain awake, and we never wanted the use of a vessel if the moon was going to come blinking above the horizon. All lights aboard were killed, everyone was served with a life-belt,

and given their boat-station, to which they would be called in case of alarm, and constant drill helped to make the organisation as perfect as possible to provide for what might be on any ship an emergency verging on a catastrophe. This tension was only relieved when a boat faster than any submarine was available.

The moon was sure to be an accessory before the fact in those days. Everything was done in secret. No name of the vessel was given, except to the privileged few, and even that was camouflaged or turned into a number, and the latter was sometimes changed from trip to trip.

Passengers got blank tickets for the ocean trip, and typewritten slips on the English trains, or—none at all. They were not told from what port, to what port, or on what hour or day they would sail, and even were sealed up in a train at London, passed without stopping through dock gates in closed ports, and put aboard a ship they might guess the name of, but were never told. Once on board no person was allowed to leave, fixed bayonets at the gangway was the rule, and no communication could thereafter be had with the shore until the other side of the Atlantic was reached. I have good ground for saying they were anxious times indeed, those twenty months in which we sent to Canada nearly 22,000 women and children in comparative comfort, without losing a life, through an ever-present danger from torpedoes, submarines and even possible collisions in the dark. Secrecy was the price of safety, and it was fully paid.

Then came the Armistice! No more anxiety from barbaric horrors. The scheme enlarged until the Canadian Government had to face the return by increasing numbers of wives and dependants of Canadian officers and soldiers who had been patiently waiting for the time when hostilities would cease, and "father would go home." Yet many a father never came back, and those who had been bereaved felt they would like to "go home" to Canada and friends as soon as they could.

The pathos of the situation during many months I leave to others to fill in from their own experience, but the problem is not going to be solved until the Canadian Divisions are back to Canada.

The British girls seem so attractive that there have been nearly 26,000 marriages with Canadian officers and soldiers since the first contingent arrived, and a record of 1,000 new marriages a month, with separation allowance, looks like continuing to the end of the chapter.

At Government Expense.

Repatriation at government expense means that officers and men are being treated exactly the same, in so far that the government is providing only third class accommodation for all, from the home in England—and in France as well—to the home in Canada. I like to hear people call both sides of the Atlantic "home," even when the word "repatriation" is applied to official methods.

And how does repatriation work? As above mentioned, only third class is given to a dependant, regardless of the rank of the head of the family, but if better accommodation is available on the ship the difference can be paid for, but, following the King's

regulations as far as possible, superior accommodation is intended primarily for officers' dependants, though sickness (or approaching sickness) in other ranks is always a good reason for exceptions, and preference in proper cases.

Shipping facilities are required for our Allies, and for other purposes, and the Ministry of Shipping, ably seconded by officials of the Steamship Companies (who naturally look with a business eye to the prospect in the future of carrying some of these repatriated passengers again), do their best to provide ample facilities. Officers and cadets send their applications to me through Argyll House, and from "other ranks" applications come to me through the Canadian Discharge Depot, at Buxton. In no other way, and from no other source, can these applications be received for repatriation, and dealt with when the husband desires to go on the same ship as his family.

Where to Write.

Dependants not accompanied by husband, or parent and widows of deceased Canadian soldiers, write to me direct at 11-13, Charing Cross, S.W.1., when applications for repatriation will be forwarded, and dealt with in rotation. When a ship is available those who can be accommodated receive a letter from me enclosing the necessary authority for ocean (and rail) tickets, by a steamer on the date mentioned on the authority, for the room and berth number specified. The passenger can choose his or her railway route in Canada. This authority is good to be exchanged for the usual ocean and Canadian rail tickets without charge, when taken by a dependant to any licensed Booking Agent or Canadian Steamship Company, and if the dependant has been given other than third-class accommodation the excess to be paid on such tickets is stated on the authority.

Passengers are told the hours of embarkation at the port, which enables all (except passengers living in Ireland or the north of Scotland) to leave home on the morning of the sailing and at their convenience make their way to the ship, and at once go on board.

The Booking Agent exchanging the authority for the tickets will provide the usual luggage labels, and everyone is advised that in addition, the name and full address of the destination in Canada should be placed on each piece of baggage, so that if it was temporarily missing it could be sent on by the Railway Company from the port of landing.

Accompanying this letter is a free railway warrant for free third-class tickets to the port of embarkation, and also the necessary affidavit required by the Food Department of the British Government, which is to be filled up and signed and delivered at the gangway with the ration papers.

A representative of our own department, and a lady representing the Canadian Y.W.C.A., will assist on each voyage in giving further details as to arrangements after landing.

Additional hospital accommodation, nurses and stewardesses are provided. It may be noted that on all dependant trains in Canada hot tea and coffee will be served at five cents per cup, and hot water will be free. It will be well to secure some provisions at the port of landing, before starting the railway journey in Canada, as repatriation covers food and sleeping accommodation only on the ocean.

The presentation of the papers which are above referred to at the ship's side will

(Continued on page 9.)



McGoorty v. Rolph.

The Maple Leaf was not victorious in this little fracas with the American representative, but Rolph was in the picture for a while, trying hard against long and varied experience. Eddie was a formidable opponent, having scored victories over many of our best men of the last decade, and his generalship was too sound for the aspiring Canuck.

A description of the fight follows:—

Rolph was seconded by Ted Broadribb, Joe Attwood, and Arthur Gutteridge. McGoorty had the assistance of Angie Ratner, Sid Smith, Mike Groves, and Eddie Shevlin. After some sparring both placed lefts to the head. The American then hooked on the jaw, and they clinched. Rolph sparred, and McGoorty flung at him some left hooks. Up again, Rolph missed with the right, and there was a short clinch. McGoorty bored in, but with little result. The Canadian jabbed but well twice and again McGoorty fainted, but was not quick enough to do any damage. When the third round opened Rolph led twice and McGoorty got in close. After the break-away McGoorty hooked his man severely on the jaw, and Rolph, trying to recover, missed wildly with the right. After both had been in holds Rolph sent a right to the jaw after a feint. Rolph had recovered confidence. Coming up for the fourth round Rolph was just short with the right, but in a rush he drove the American to the ropes. Both were erratic with the left. After some fiddling McGoorty got the right to the jaw, but it failed to shake the Canadian. McGoorty tried more hooking in the early part of the fifth stage, but could not connect. Rolph was sparring. He met leads with counters. Attempting the right lead, Rolph was well countered, and clinched momentarily. McGoorty was the better general in the sixth round, and he scored with considerable skill. Just before the close of the seventh round Rolph, after missing, half caught his opponent with a right hook. McGoorty stepped back and drove in a left. In the eighth round McGoorty swung on the jaw, but Rolph threw off the effects and stayed his man with the right. Then both swapped punches, Rolph with the right and McGoorty with the left. The American darted around and then sent a left to the chin, and Rolph hung on almost helpless on the ropes half down. McGoorty stood back, and then when Rolph assumed the upright quickly felled him. He was dazed, and after going down again the bout was stopped, McGoorty winning.

A meeting is to be held on Saturday, the 15th inst., at Oxford Circus House, to arrange matters for the sports programme of the Canadian Forces for the year, or such part thereof as we may be required to spend in this hospitable but sunless Island. A big programme it will be from the agenda, and we shall be in a position to give a more definite announcement on the subject next week.

The majority of the sports are included in the scheme of activity, and it is probable that

there will be excellent meets, as a result of the Committee's deliberations.

* * *

The Boxing Championships for the Canadian Forces in the British Isles, are to be held at Witley Camp on Thursday, February 27th., commencing at 1 o'clock.

The weights are as follows:—

| | |
|-------------------|--------------------|
| Bantam | 118lbs. and under. |
| Feather | 126lbs. and under. |
| Light | 135lbs. and under. |
| Welter | 147lbs. and under. |
| Middle | 160lbs. and under. |
| Light-heavy | 175lbs. and under. |
| Heavy | Any weight. |

The past championships have provided great sport, and been thoroughly enjoyable, some really excellent contests resulting.

The man who likes to see a quick finish was well catered for last year at Shorncliffe. Weighing in takes place at 10 a.m. on the day at the ringside.

The entries are limited to two in each weight, from Bramshott, Witley, Seaford, London, Rhyl, Ripon, Bexhill, and the Canadian Forestry Corps.

The prices of admission are 5/-, 3/-, and 2/-.

It will be very interesting to note if the men selected for the Albert Hall Tournament prove successful in this affair. Further, how some of last year's winners will fare.

The Canadian entries for the Albert Hall affair were the following:—

| | |
|--------------------|------------|
| Flyweights..... | Sims. |
| Bantams | Jones. |
| Feathers..... | Bingham. |
| Lightweight | Clarke. |
| Welterweight | Attwood. |
| Middles | Blanchard. |
| Light-heavy | Rolph. |
| Heavies | Borthwick. |

Of these Borthwick, Rolph, Attwood and Clarke will likely win in their respective classes if they compete, but we think there will probably be a few other winners in the remaining classes.

Bingham fought well at the Albert Hall, but he is past his best day, and a more youthful and vigorous opponent should score.

* * *

There is actually a National Skating Association in this country, although their labours are comparatively light, inasmuch as it is on very rare occasions that sufficient ice is formed to bear an adult person. The last few days' frost, however, has brought the Association into the limelight again, and they are talking of racing championships. The Fen district is in good shape just now, and it is possible that some races may result. It mentions the fact that the committee can be relied on to work very quickly as soon as a decision is made.

This would seem to be necessary, in view of the fact that a thaw is probable in this climate, which is as unstable as a woman's mind, but not one whit as pleasing to the male.

* * *

Shades of long ago. Jim Driscoll, the featherweight champion, and Pedlar Palmer,

ex-bantamweight champion, have signed articles to meet at Hoxton Baths in a 15 rounds contest on Monday, March 10th.

Then a report comes from South Africa that Lalor, a retired champion, met and defeated Van Den Bergh, the then holder of the title. Lalor is almost fifty years old.

It's a catching sort of complaint this "comeback" business, and if it spreads like the "flu" we'll be having old-timers signing articles with a proviso that if the rheumatism is too violent the match will be postponed, and another proviso that beards be shaved preparatory to the start, also that crutches be left outside the ring. The spirit's a good one, but the finest moral ever pointed was the Jeffries-Johnson bout. Jack London persuaded Jeffries to come out of his retirement, and a few dollars of course, without a ghost of a show. A man who earns a title, and retires undefeated is simply foolish to try again after many years, and merely gives himself cause for regret for the rest of his life.

* * *

Jack Skelly, in the "Yonkers' Herald," makes a few comments about prominent boxers of the day, two of which are particularly worth noting.

First, he says that he is quite sure that Jess Willard will never step into a ring again in such fine physical and fighting form as he was on April 5th, 1915, when he redeemed the heavy-weight championship to the white race by knocking out Jack Johnson in 26 rounds.

Secondly, he says that probably Pal Moore's most brilliant bout during his entire ring career was his late victory over that wonderful little Welsh boxer, Jimmy Wilde, who is the undisputed fly-weight champion of the Universe. Moore's rather unexpected spectacular defeat of Wilde has certainly created a furor on both sides of the Atlantic, and made him suddenly very famous.

Well, Jack did not see this bout, and so can be excused, but if he had seen it he would have written this rather differently, substituting "late decision" for "late victory," and "rather unexpected verdict over" instead of "rather unexpected spectacular defeat of." This would be more in accord with the facts.

A SUPERFLUITY.

"Joe," said Mr. Murphy to McFlynn, "the paper says there's a superfluity in the labour market. Now, phwat in the name av Saint Patrick is a superfluity?"

"A superfluity," said Joe, musingly, "is a kind of too much thot could be done without."

"Is thot it now?" said Mr. Murphy, a fine inflexion of sarcasm in his tones. "Sure your meaning's as clear as mud itself. Can't you make it a bit plainer for an old pal?"

"I don't know as I can," said Mr. McFlynn. "But stay," he added, as a brilliant suggestion entered his mind; "a superfluity, me bhoy, is a good dale the same thing as a teller's puttin' on a necktie when he wears a full beard."

TRANSPORTATION & SHIPPING.

By LIEUT. H. E. WALLACE

(Dept. of Commerce, Khaki University of Canada).

Canada is just entering on an era of great activity in foreign trade. Numerous factories have been established and still others enlarged during the war, to turn out products almost entirely consumed in foreign countries. The output of these plants vastly exceeds the home consumption of their products. Therefore, to a great extent they will have to either shut down, or retain their present export markets, and find new ones. Realising this, these manufacturers, all the important banks of the Dominion, and the Government itself, through the department of Trade and Commerce, are planning a vigorous foreign trade campaign.

For the successful prosecution of this campaign the greatest and most urgent need is men—men trained in the export trade. The opportunities presented by this, in Canada, comparatively new fields are drawing many of the ablest men in the country into it. Four years ago the United States was in much the same position, and men who then began to take up this work in the States are already reaping the reward of being first in the field there, in the shape of first-class executive positions and substantial salaries. The work itself is most interesting. It brings a man into touch with all parts of the world and with all nations. Its great charm is that it cannot become monotonous—there is always some new phase or question arising which demands solution.

Feeling that there are a large number of men in the Canadian Forces, who would be only too glad to have a chance to enter this new commercial field, the Khaki University has arranged for a course of lectures and correspondence lessons to be given on transportation and shipping, especially designed to meet the needs of men entering the export trade. The course will be given by a practical shipping man, thoroughly experienced in the actual handling of foreign trade and shipping.

He has the additional advantage of having had a most intimate, first-hand contact with the present great foreign trade development in the United States, from its very inception.

The course will deal with all forms of transportation—railroads, canals, lakes and rivers, and the whole field of ocean transportation. Lessons will be given dealing with the actual operations and conduct of a foreign trade and export shipping department. The work of the foreign freight forwarder, the export commission house and the customs broker will be gone into and explained in detail. Ship chartering, marine insurance and the practices of foreign ports and countries will be thoroughly discussed. The preparation of all the essential documents such as bills of lading, consular invoices, "entries" and "clearances," manifests, etc., will be explained, aided by the use of actual forms employed. While a certain amount of theory will necessarily have to be given, this will be kept within the limits of what is actually essential. The whole aim of the course will be practical instruction and, as far as possible, the problems and the daily work of the shipping man or export traffic manager will be used.

It is considered that men who already are taking or who have taken work in banking, salesmanship or economics will find this work, especially interesting, but there is no reason why men who have not taken these subjects,

but who are interested in the foreign trade work, should not take up this course. Unlike the long-established foreign trade in England, the new trade of Canada offers openings and splendid prospects to all men with energy, initiative and training. Here is your chance to get that training, which will enable you to take a good position and keep it, immediately on your return to civil life.

REPATRIATION.*(Continued from page 7.)*

obviate the necessity of a landing letter in Canada, or a passport here, and thus remove a source of considerable difficulty and worry to dependants in the past.

It is not possible to state every case that is entitled to repatriation at Government expense, as besides a wife drawing separation allowance, a mother, sisters or other dependants (whose case can only be decided by reference to myself) may be entitled to a free passage, but in order to allow any special cases of another member of some family not entitled to repatriation, to proceed on the same ship, accommodation is generally provided by the Steamship Company, and the usual fare in that case can be paid.

We have never had a sailing of a dependant's ship that has not been followed by anxious enquiries from friends left behind, who state that they have heard that the ship has been torpedoed, and nearly everybody lost at sea. Each one of the finest vessels afloat, according to rumours which have reached me from time to time, has been torpedoed and sunk at least fifteen different times, and harrowing details, even to the different number of persons saved and where they were landed, have not been wanting. But thanks to the British Navy not a single life has been lost.

The Canadian Government will do its best in dealing with this intricate and difficult problem, but lack of shipping will demand some patience from the thousands who have somewhat suddenly been given the happy opportunity of Repatriation, which means to them "Home, Sweet Home."

BOLSHEVIK & MENSHEVIK.

There are two authoritative explanations of the origin and significance of the words, "Bolshevik" and "Menshevik," both of which are probably accurate, one by Dr. Hagberg Wright, and the other by Mr. J. Y. W. MacAlister.

The former recalls that in 1903, at the second conference of the Russian Social Democratic party, when the methods to be adopted in regard to revolutionary activity were under discussion, a sharp line of cleavage made itself evident. When voting took place there was naturally a majority (Bolshevstvo) and a minority (Menshevstvo). From that moment the groups were called "Bolsheviks" and "Mensheviks."

Mr. MacAlister contends that the names indicate policies as well as relative numbers. The Bolsheviks were known at the 1903 Conference, he says, by that name, because they were the whole-hoggers of Socialism, the name meaning "the biggest" or those who go in for the biggest things. The minor were the moderates, or "thin end-of-the-wedge" party, hence styled Mensheviks—that is, "the smaller," or "those who go in for the smaller things."

The colloquial meanings of the word "Bolshevik" are as various as those of the word "Jacobin"—120 years ago, a word which then signified anyone from a cut-throat to a Whig with timid Liberal sympathies.

TO THE EDITOR.

11, 12, 13, CHARING CROSS, S.W.

DEAR SIR,

It is now generally known that this department has control of the repatriation at government expense of the wives and dependants of Canadian Officers and soldiers. Applications for Officers' dependants come to me through Argyle House, and those of other ranks from the Canadian Discharge Depot at Buxton.

As the Canadian Divisions may shortly be brought to England and the men given leave before leaving for Canada, this simple notice may save married men in the divisions a lot of unnecessary correspondence, and me a lot of time in replying, because I can receive no application for repatriation, excepting from one of the two above-mentioned sources.

It further occurs to me that Canadians distributing themselves about the British Isles will be asked a good many questions concerning our Dominion by those who have never been there, and this department is open to send to any person at any address such copies of our literature as may be interesting to enquirers, if full names and addresses are sent.

This department has branch offices at Glasgow, Aberdeen, Dublin, Belfast, Carlisle, York, Liverpool, Birmingham, Peterborough, Exeter and Cardiff, and enquirers in the respective localities of each of these offices should be referred to the local offices where they will find a fully qualified Canadian able to advise all concerned.

It is true that passports are not at the moment being readily granted by the British Government for those who have never been to Canada, and it is equally true that shipping space for "new arrivals" is not at present available; but our department has always believed that, if and when we cannot emigrate we ought at least to educate. In this we claim the assistance of the many thousands of Canadian officers and soldiers, who will be stationed in the British Isles during the next three or six months.

Thanking you for the favour of publicity for this important question,

Yours faithfully,

J. OBED SMITH.

Commissioner of Emigration for Canada.

CANADIAN TEACHERS AT SCHOOL.

Under the auspices of the League of the Empire thirty Canadian soldiers of all ranks who are teachers at home, recently visited the L.C.C. West Central School at Kennington.

The Principal, Mr. Samuel, gave a short, general lecture on the purpose of the experiment, and questions were afterward asked.

The equipment for teaching is very complete, and everything, even to the smallest item of paper needed, is supplied free to the pupils. The necessary funds are supplied half by the L.C.C. and half by the Government. All teachers are appointed by the L.C.C.

Central School work in London is to a large extent still in the experimental stage, but has already shown such excellent results in the quick rise of the boys in business life, and the satisfaction expressed by their employers. Some of the methods could be adopted elsewhere with advantage.



THE RED TRIANGLE



NOT IN THE SCHEDULE.

By MAPLELEAF.

Seated one Sunday night in the luxurious quarters in Bonn, Germany, commandeered for the Canadian Y.M.C.A. officers operating with the Corps troops, the telephone broke into our conversation. From what I heard at one end of the telephone I was interested enough to enquire the nature of the conversation.

On the other end was an officer in quarantine with twenty-five men. For two weeks they were to be confined to their isolated quarters—twenty-five strong young fellows, whose only offence was that they had been innocently exposed to contagion, and were under guard for the protection of their fellows. And the officer in charge turned first to the Y.M.C.A. for relief. That very night orders were sent out from the Y.M.C.A. quarters for small games, reading material, and athletic equipment to be sent to the isolated men.

It interested me. I enquired further. I had an idea that the duties and sphere of operations of the Canadian Y.M.C.A., since the armistice were pretty well defined. And the supplying of quarantined men with all that would extract the drabness from their enforced isolation had not entered into my list—which I discovered was woefully incomplete.

In reality the armistice widened the scope of the Y.M.C.A.'s service. It suddenly shifted the trend of operations from service to the wounded and fighting to the great task of entertaining the now freed soldier, and of providing comforts and luxuries unknown in the period of active fighting.

It was just at the end of the fighting that the Y.M.C.A. stumbled across a novel method of supplying a long-felt want. In the course of their retreat the Germans left behind a few exaggerated soup bowls in the shape of cauldrons, with their heaters attached. In a week 131 men of a siege battery were furnished with the first hot bath recorded in soup bowls.

During the last days of the war numerous refugees drifted into the Canadian camps, and were given biscuits and drinks by the Y.M.C.A., augmented by supplies provided by a Canadian battery. On the trek into Germany one unit moved seventeen times in twenty-six days. During that time six recreation rooms were set up by the Y.M.C.A., with reading and writing material, phonographs, and sometimes pianos, and on eleven nights canteens were in operation, sometimes from waggons. Where the Red Cross was insufficiently supplied the Y.M.C.A. gave milk, sugar, coffee, oranges, and dates to the Casualty Clearing Stations. Shortage of transport quickly depleted the regimental canteens; the Y.M.C.A. handed out some of the most necessary supplies to fill the want. The British Y.M.C.A., up to the time of my visit in January, had been unable to obtain supplies of any kind for their canteens in Germany; the Canadian Y.M.C.A. had, therefore, to that date loaned them twelve lorry loads—which meant that the entire British army of occupation was dependent for its supplies of a canteen nature on the Canadian Y.M.C.A.

In co-operation with the Provost-Marshal and the Red Cross the Canadian Y.M.C.A. distributed food to interned Belgians, French, and Italians found in Bonn, and the surrounding country. As a means of assisting the British wives of Germans in Bonn, and of providing a better service to the boys, these women and their daughters, as well as several Americans, were called in to help at the free canteens. Their delight at being of assistance, after years of ostracism of their foreign homes, expressed itself in the zeal with which they worked to the time of the departure of the Canadians. In recognition of their services they were placed on half rations by the army authorities.

The distinct units into which the forces had to be divided for billeting in Germany enabled the Y.M.C.A. to extend their programme to the loaning of phonographs to different groups for stated periods. Athletic officers with experience in organising Canadian sports were loaned to the British, but shortage of personnel limited response to the requests received. A soldier whose sister was held in German territory on the borders of the British zone of occupation was handed over by the A.P.M. to the Y.M.C.A. when he appealed for assistance in releasing her.

The explanation of the ability of the Canadian Y.M.C.A. to provide much of their earlier service in Germany was their foresight. When the forward movement was under plan the Y.M.C.A. sent three lorries 420 kilometres, travelling night and day, to get supplies. Two hundred and twenty-two cases of cigarettes, chocolates, biscuits, and material for free drinks were brought up ready for the movement. At each stopping place the amount sold was rationed, so that when Bonn was reached, and interruption of transport interfered with the regular rations, there were still fifty cases left.

The need for extra supplies induced the Y.M.C.A. officers to approach a Colonel with the suggestion that they should hand over to him eight cases of biscuits for distribution to his men. "No," he replied "They have been paid, and have the money. I don't know any place where they can spend it to such advantage as with you. I prefer that they pay for what they get."

In the midst of all this excitement and labour of movement, the Y.M.C.A. was forced to make its preparations for Christmas. Months before the event preliminary operations were necessary. There were turkeys, nuts, candles, milk, fruit, dishes, soft drinks, cigarettes, biscuits and decorations to be collected in the markets of the world. The supplies the Y.M.C.A. gathered for the convenience of the troops meant a capital outlay of \$200,000. They were sold at less than cost, and the decorations were given free.

A great Christmas mail order business was set up. A vast variety of samples of suitable presents for the boys to give to their friends and relatives was shown, ranging in price from forty cents to five dollars. The soldier merely selected his presents and paid for them, and the Y.M.C.A. packed, addressed, censored, registered, attached the sender's name, and mailed the parcels. For three years 14,000 to 16,000 presents have been sent that way. At one time the

strain on the postal department was so great that a special hut had to be erected for the purpose of handling the Y.M.C.A. presents.

When a cursory glimpse like this of unlisted Canadian Y.M.C.A. activities was given me, I knew that my intimacy with the Y.M.C.A. programme was so distant that it should be interesting to those whose experience has thrown them much less in touch with the organisation than I have been. Such unsung activities deserve more publicity—for they pave the way to the great aim of the Y.M.C.A.—unlimited service to the soldier overseas.

OVERSEAS TEACHERS AT LAMBETH PALACE.

Almost opposite the Houses of Parliament stands the ancient Palace of Lambeth. It has been the residence of Archbishops without number—Roman Catholic and Anglican. The Palace was formerly so close to the Thames that when the tide was in the crypt was flooded, and the Archbishop, coming home by water, could float in his barge to the very door of his chapel.

The Palace is still the official home of the Premier Archbishop of England, but although it has not moved, it is no longer on the river. The construction of the embankment and broad roadway have separated it from the water by many rods.

Colonial teachers in kahki, numbering two hundred on a visit to this country, entered the courtyard through the imposing gateway constructed by Cardinal Morton. Inside we might have been a thousand miles away from the great, busy, invisible city surrounding us.

We were given a gracious welcome by Mrs. Davidson, divided into three parties, and went different ways to see the sights—the great halls lined with portraits of past Archbishops, the guardroom with lofty arched ceiling, carved wood-work and magnificent marble fireplace.

From the top of the tower we had our only view of the city. A visit to the gardens followed. They are still large in spite of the loss of an extensive portion given up as a park by the late Archbishop Temple.

After tea in the guardroom Mrs. Davidson announced that she had just received a message from the Primate, expressing his regret at being unable to meet the Colonial teachers. His Grace had failed in his endeavour to "hurry up" the meeting he was obliged to attend.

Music in the Chapel concluded a most entrancing day.

THE CARE-FREE LIFE.

The citizen walked down the street,

His hands were in his pockets;

A stranger rapped him on the eyes

And pushed them from their sockets.

The stranger took his watch and chain,

And robbed him of his money;

Then started off with cheerful mien,

Convinced that he'd been funny.

"Wait, wait," the citizen cried in pain;

"Why all this conduct freaky?"

The cheerful stranger smiled and said,

"I am a Bolschiviki."

A Strange World.

Harassed Decorator: "I'm very sorry, mum, I 'aven't been able to paper your two top bedrooms. They took away my last man a week ago for the army. Seems to me they think more of this 'ere war than they do of paper 'anging."



WHAT MEN OF ACTION SAY.

(Some typical extracts from letters).

48) RIFLEMAN L. SERVANTE, K.R.F., B.E.F.

"When I felt at all run down, a dose of Phosferine soon picked us up again. It prevented a slight cold developing into something worse, and cured many a toothache."

(33) PRIVATE L. CARTER (late), R.B.R., B.E.F.

"I suffered from shell-shock, and had five operations, finally having to have the left forearm amputated. I felt very shaky with my nerves in civilian life, but I was better directly I started to take Phosferine, and now I never do without it."

(17) GN R. H. SUMMERS, S.A. HEAVY ARTILLERY, B.E.F.

"Heaps of chaps get knocked out by shell-shock, etc.; I have never felt a bit the worse, thanks to Phosferine; and I never suffer from toothache, colds, indigestion, sciatica, nervous headache, etc."

(51) GUNNER H. O'SULLIVAN, R.F.A., B.E.F.

"When I was on the nerve-racking Somme front I was greatly relieved by Phosferine. After coming out we were rushed to Italy, and I soon got the 'flu,' but quickly got rid of it, because I did not forget Phosferine."

(74) GUNNER J. PHILLIPS, R.F.A., B.E.F.

"I was physically tired out, but Phosferine did me so much good that I wouldn't be without it for worlds now, I have improved so wonderfully in health."

(67) FITTER H. MACDONALD, A.O.G.

"I had bronchitis, and I could receive no benefit from hospital treatment. I therefore tried Phosferine, and such good effect did it have that by the time you get this letter I shall be back to my old form again."

All these dauntless fighters exemplify the great part Phosferine plays in enabling them to overcome suffering and the most extreme exertions. No special effort exhausts the energy of these valiant men, no extra hardships break down their endurance, because Phosferine recharges their systems with the vitality to survive all the rigours daily experienced.

When you require the Best Tonic Medicine, see you get

PHOSFERINE

A PROVEN REMEDY FOR

Influenza
Nervous Debility
Indigestion
Sleeplessness

Exhaustion
Neuralgia
Maternity Weakness
Premature Decay

Mental Exhaustion
Loss of Appetite
Lassitude
Neuritis

Faintness
Brain Fag
Anæmia
Nervous Dyspepsia

Backache
Rheumatism
Headache
Stomach Disorders

Nerve Shock
Neurasthenia
Sciatica
Palpitation

Phosferine has a World-wide Repute for Curing Disorders of the Nervous System more completely and speedily, and at less cost than other preparations.

SPECIAL SERVICE NOTE.

Phosferine is made in Liquid and Tablets, the Tablet form being particularly convenient for men on ACTIVE SERVICE, travellers, etc. It can be used any time, anywhere, in accurate doses, as no water is needed. The 3/- tube is small enough to carry in the pocket, and contains 90 doses. Your sailor or soldier will be better for Phosferine—send him a tube of tablets. Sold by all Chemists, Stores, etc. The 3/- size contains nearly four times the 1/3 size.

Proprietors—ASHTON & PARSONS, LTD., La Belle Sauvage, London, E.C. 4.

GENERALS.

Department of Militia Authorise Publication of List.

The following is a correct list of Canadian Generals serving overseas, as authorised for publication by the Militia Department last month:—

CANADIAN ARMY CORPS.

CANADIAN CORPS HEADQUARTERS.—Commander: Lt.-Gen. Sir A. W. Currie, G.C.M.G., K.C.B., K.C.M.G., G.S.O.I.; *Brig.-Gen. R. J. F. Hayter, C.M.G., D.S.O. A.A. and Q.M.G.; *Brig.-Gen. G. J. Farmer, G.O.C., Canadian Engineers: Maj.-Gen. W. B. Lindsay, C.M.G., D.S.O.

1ST CANADIAN DIVISION.—Commander: Maj.-Gen. Sir A. G. Macdonell, C.B., C.M.G., D.S.O. 1st Brigade: Brig.-Gen. W. A. Griesbach, C.M.G., D.S.O. 2nd Brigade: (Under a temporary commander) 3rd Brigade: Brig.-Gen. G. S. Tuxford, C.B., C.M.G.

2ND CANADIAN DIVISION.—Commander: Maj.-Gen. Sir H. E. Burstall, K.C.B., C.M.G. 4th Brigade: Brig.-Gen. E. McCuaig, C.M.G., D.S.O. 5th Brigade: Brig.-Gen. T. L. Tremblay, C.M.G., D.S.O. 6th Brigade: Brig.-Gen. A. Ross, D.S.O.

3RD CANADIAN DIVISION.—Commander: Maj.-Gen. F. O. W. Loomis, C.B., C.M.G., D.S.O. 7th Brigade: Brig.-Gen. J. A. Clark, D.S.O. 8th Brigade: Brig.-Gen. D. C. Draper, D.S.O. 9th Brigade: Brig.-Gen. D. M. Ormond, D.S.O.

4TH CANADIAN DIVISION.—Commander: Maj.-Gen. Sir D. Watson, K.C.B., C.M.G. 10th Brigade: Brig.-Gen. J. M. Rose, D.S.O. 11th Brigade: Brig.-Gen. V. W. Odum, C.B., C.M.G., D.S.O. 12th Brigade: Brig.-Gen. J. H. MacBrien, C.M.G., D.S.O.

ARTILLERY.—Corps: Maj.-Gen. E. W. B. Morrison, C.B., C.M.G., D.S.O. 1st Division: Brig.-Gen. H. C. Thacker, C.M.G., D.S.O. 2nd Division: Brig.-Gen. H. A. Panet, C.M.G., D.S.O. 3rd Division: Brig.-Gen. J. S. Stewart, D.S.O. 4th Division: Brig.-Gen. W. B. M. King, C.M.G., D.S.O. 5th Division: Brig.-Gen. W. O. H. Dodds, C.M.G.

CANADIAN MACHINE GUN CORPS.—Brig.-Gen. R. Brutinel, C.M.G., D.S.O.

CANADIAN SECTION, G.H.Q.—Brig.-Gen. J. F. L. Embury, C.M.G.

CAVALRY.—Brig.-Gen. R. W. Patterson, D.S.O.

CANADIAN RAILWAY TROOPS.—Brig.-Gen. J. W. Stewart, C.M.G.

CANADIAN ARMY MEDICAL SERVICES.—Brig.-Gen. A. T. Ross, C.B., C.M.G.

ENGLAND.

CHIEF OF THE GENERAL STAFF.—Lt.-Gen. Sir R. E. W. Turner, V.C., K.C.B., K.C.M.G., D.S.O.

GENERAL STAFF OFFICER.—Brig.-Gen. H. F. McDonald, C.M.G., D.S.O.

ADJUTANT-GENERAL.—Brig.-Gen. P. E. Thacker, C.B., C.M.G.

QUARTERMASTER-GENERAL.—Brig.-Gen. D. M. Hogarth, C.M.G., D.S.O.

DIRECTOR-GENERAL OF MEDICAL SERVICES.—Maj.-Gen. G. La F. Foster, C.B.

DIRECTOR-GENERAL OF TIMBER OPERATIONS.—Brig.-Gen. A. McDougal, C.B.

PAYMASTER-GENERAL.—Brig.-Gen. D. M. Ross, C.M.G.

HEADQUARTERS, BORDEN.—Brig.-Gen. C. H. Maclaren, C.M.G., D.S.O.

HEADQUARTERS, BRAMSHOTT.—G.O.C.: Brig.-Gen. R. Rennie, C.M.G., M.V.O., D.S.O.

HEADQUARTERS, SEAFORD.—G.O.C.: Brig.-Gen. H. M. Dyer, C.M.G., D.S.O.

HEADQUARTERS, WITLEY.—G.O.C.: Brig.-Gen. F. W. Hill, C.M.G., D.S.O.

CANADIAN GENERALS SECONDED TO IMPERIALS.—Maj.-Gen. G. B. Hughes, C.B., C.M.G., D.S.O.; Brig.-Gen. C. J. Armstrong, C.M.G.; Brig.-Gen. E. Hilliam, C.M.G., D.S.O.; Brig.-Gen. R. Manley Sims, C.M.G., D.S.O.; Brig.-Gen. A. C. Critchley, D.S.O. (holding Brig.-Gen. rank in R.A.F. only).

CANADIAN EXPEDITIONARY FORCE, SIBERIA—Maj.-Gen. J. H. Elmsley, C.B., C.M.G.; Brig.-Gen. H. C. Bickford, C.M.G.

* Imperial officers.

**DONTS FOR OUR CANADIANS
When They Get Home.**

Don't ask, "How many on this loaf?" when having a meal in a private house. They have plenty of bakeries in Canada.

Don't enquire for the nearest canteen. The country has gone dry while you were away.

Don't say: "What d'you want, jam on it!" You may be misunderstood.

Don't throw a fit if you see a gentleman in frock coat and plug hat walking with a common-looking person in a check suit. Chances are the latter was an officer and the former a buck.

Remember that "café" in Canada indicates a place to eat. There are no estaminets.

Don't undertake to kiss young ladies with whom you are not acquainted. They look at things differently from the mademoiselles of France and Belgium, where a kiss goes with every glass of vin blanc, and sometimes without.

Mick and Mac get back to France but cannot forget Strikes.

