



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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5 Cents The Copy

# FOUR YEARS' WAR FOR PEACE

(Continued from last week.)

## The Sea-Scape.

They come crowding up from the grey horizon; they swing away again over the edge of the world—all day and every day, "come wind, come weather," some five thousand of them between any Sunday and Sunday.

They are of every size and shape, and of all the nations outside the Central Empires—great, striding cargo liners that tread down the Channel like a City merchant in Cheapside; dingy, reeking "tanks" that flounder heavily through spray and spume; cattle-boats, coasters, tramps, and ocean-hounds that flay the seas with a shearing rush.

They carry the variegated supplies of Western Europe and its armies—bringing the needed stuff from every port that trades with man to-day. Their drab hulls are stuffed with more romance than were the argosies of Venice or the square-rigged ships of Tarshish. Those hulls have been loaded by Sudanese, Egyptians, Arabs and Indians; by Greenlanders, Chinese, Japanese and Africans, by Singalese, Spaniards, Samoans and Papuans.

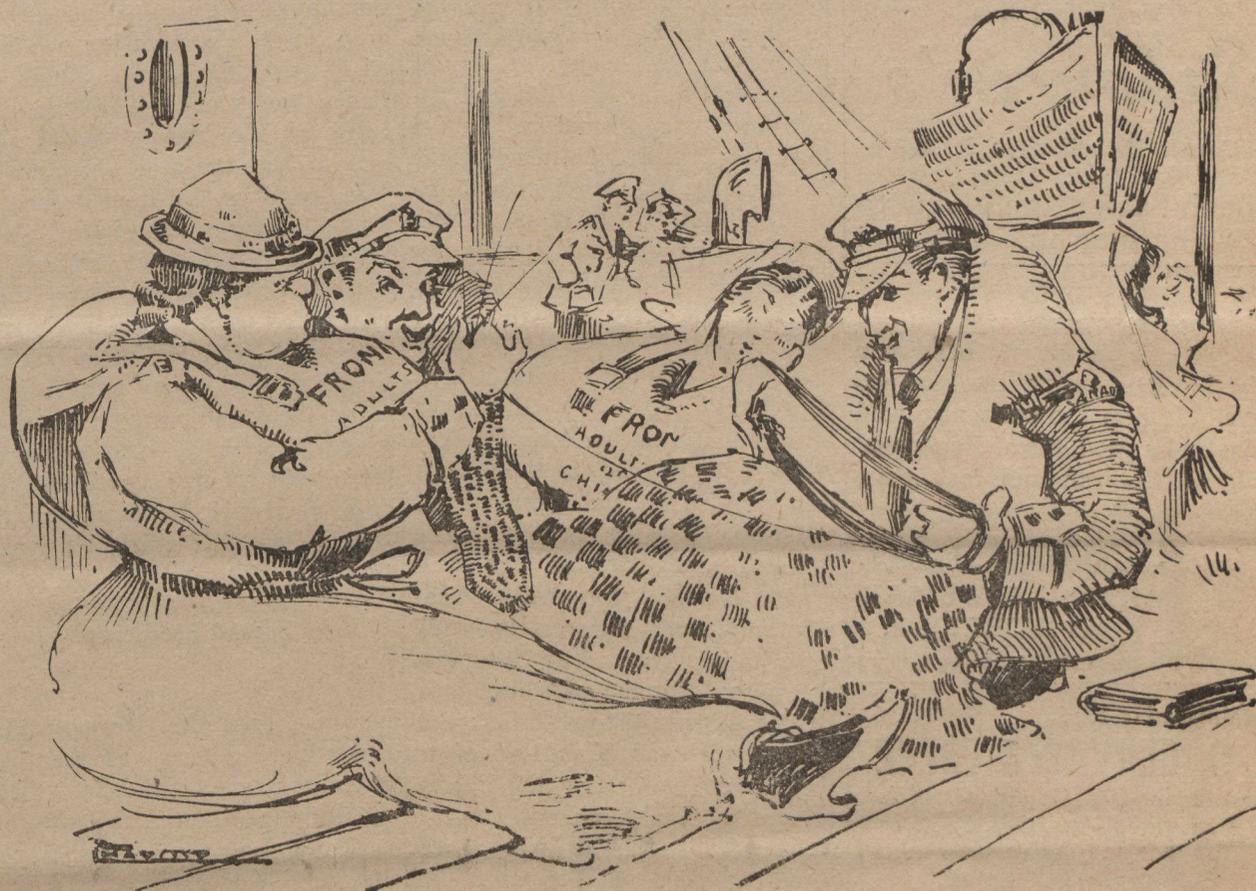
But wonder rises to awe when we recall that to-day these merchantmen are the target at which the Central Empires are aiming the whole might of their naval power organised with feverish con-

centration and directed with consummate skill. They have invented super-submarines and mine-laying submarines; they have flung overboard all law and humanity; they have alienated what friendship or tolerance was left to them in the neutral world.

This continuous line is not cut because of that astonishing miniature Armada of craft of every sort

that serves as the fringe of the great fleet. There are thousands of these ships manned by over fifty thousand men. There are Lowestoft and Grimsby trawlers who know every shallow and pit-hole within a score of leagues, men as sea-crafty as a thousand years of sea-blood can make them; men as implacable as death, because, as one of them said, "I see 'Lustania'

sprawlin' all across the sea all the time." There are sea-dogs from the ports of the West Country, from Plymouth round to Cardiff, and from the Clyde to the Shetlands, and round to Glasgow and the Irish ports, who know the sea as a gillie knows his moor. Men who have always tracked the herring now hunt the elusive submarine. The word comes in to



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them that a new nest of mines has been laid and they turn out over the grey waste to divert the traffic of the seas, to sweep up the nest, smash the mines and come back to smoke and yarn on the jetty while the commerce ships "go on their lawful occasions."

### Germans Out Of Business.

Within a week of the opening of war, German ocean-borne commerce did not exist. The dread of our Navy had wiped it off the map. In that unlovely waste of Northern waters the Fleet lies, so powerful that its very presence there in leash holds the German battle fleet, which cost its authors £300,000,000, paralysed in its lair. Line behind line are the Grand Fleet and its attendant craft of every kind that man has conceived for modern war upon the sea, manned by men who have proved under the ultimate test of sea-battle their superb skill and courage, their adequacy to their tremendous responsibility.

The British Navy has throughout worked in co-operation with the powerful allied Navies of France, Italy, Russia, Japan. They have later hailed with joy the support, already so powerfully felt, of the American Navy.

### German Colonies Taken.

At the very outset German outposts fell like ripe fruit into the hands of the Fleet—Samoa, which was seized to the joy of its inhabitants by the New Zealand expedition; "Neu Pommern" in the Bismarck Archipelago taken by the Australians; the wireless stations in Togoland, South-West Africa, the Caroline and the Pacific Islands and in German New Guinea. Striding the seven seas the Fleet sank 'Kaiser Wilhelm der Grosse' and 'Cap Trafalgar', and captured 'Spreewald'. The 'Emden'—the bravest and most sporting foe that Britain has yet met in the War—was rounded up and shattered off the Cocos Keeling Islands. The 'Goeben' and 'Breslau' by well-contrived flight escaped to Constantinople with dire results on the trend of the War. Von Spee won the only German victory over British ships in the battle that sent 'Monmouth' and 'Good Hope' to the bottom and threw the lightly armoured 'Glasgow' out of the fight. The triumph was short. When Sturdee on December 8th sank the 'Seharnhorst', 'Gneisenau', 'Nurnberg' and 'Leipzig' off the Falklands this running chase was practically over. The 'Dresden' was destroyed off Juan Fernandez three months later, while

'Prinz Eitel Friederich' was interned and the 'Karlsruhe' disappeared. The 'Konigsberg', hidden in the windings of the Rufigi river, was smashed by the shallow-draft monitors on July 11th, 1915.

We were severely rapped over the knuckles for the blunder of doing patrol work with cruisers when that brilliant German submarine officer, von Weddigen, with three successive torpedoes, sank 'Aboukir', 'Hogue' and 'Cressy' in thirty minutes.

### First Sea-Scrap.

Early in the War, on August 28th, 1914, came the sharp, dramatic little fight of the Bight of Heligoland in the very jaws of the enemy's ports and far from our own base. Heligoland, that triangular little plateau of rock which Lord Salisbury presented to Germany, had been fortified at a cost of ten million pounds as, so to speak, the bows of the German Navy, butting into the North Sea. Behind the sixteen-mile-wide channel that separates Heligoland from the coast lie the ports and anchorages, the submarine, Zeppelin and destroyer bases. The game from our side on that occasion was one of baiting the German Fleet to come out and fight. The 'Arctusa' ran through the haze with her pack of hounds—the swift destroyers—at her heels and sides. German ships began to loom in the grey mist. The fighting was terrific, with the sharp bursts of flame, the roar and shriek and crack of the raging shells, with hits to the credit of both sides. The destroyer 'Liberty' dashed in under the very guns of Heligoland to get at the German cruisers in harbour. At last the 'Lion', 'Invincible', 'New Zealand' and 'Queen Mary' rode in, and, while avoiding the enemy submarines, drove the surviving German ships to cover with an enemy loss of three light cruisers, two destroyers and some twelve hundred men, the British losses totalling sixty-nine men.

### Second Sea-Scrap.

A second "sea-scrap" of real importance was the Dogger Bank fight which intercepted the third attempted raid on the East Coast. A futile raid on Yarmouth had been followed by a ghastly "tip and run" bombardment of Hartlepool, Whitby and Scarborough with an unholy slaughter of women and children, a wreckage of houses and churches. On January 24th,

(Continued on page 11)

## Kayler's Candies

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**HIGH EXPLOSIVES FOR ARTILLERY.**

In order that an explosive may be suitable for use in artillery shells it has to possess special qualities not necessary in other uses. The essential features are as follows. It must have great power, i.e. it must develop much gas and heat, it must not be too sensitive, i.e. it must be capable of withstanding the enormous shock due to firing and that due to piercing armour plate so that it does not explode before the fuse acts, it must have a high density so that a large weight may be enclosed in the limited space, it must have a high velocity of detonation giving a great shattering effect, and it must be capable of complete detonation with certainty of action when required.

All the nitroglycerine and chlorate explosives are excluded on account of their sensitiveness. Ammonal and other ammonium nitrate explosives are on the other hand too insensitive requiring as they do large fulminate detonators which are unsafe in shells.

No high explosive answers all the requirements as set out above and those used today have little more than half the shattering power of blasting gelatine and all are products of coal distillation.

From the period of 1871 when picric acid was first detonated to the present day, many explosives have been produced. Prior to 1871 gun powder was the only explosive known. In 1885 shells were first filled by picric acid and the French adopted it under the name of Melinite and later the British under the name of Lyddite. Later Tri-nitro-cresol, Tri-nitro-toluene and other nitro-compounds were introduced and are now in use.

When coal tar is distilled the first portion which comes over at temperatures up to 150 degrees C. is the 'light oil' which is crude benzol, mostly benzene and toluene in percentages varying, according to the character of the coal used, from 50 to 70 benzene, 10 to 40 toluene and 1 to 3 xylene, with small traces of naphthalene and acids. The second portion, or 'middle oil' contains phenol and other bodies and the last portion—the 'heavy oils'—also contains valuable compounds.

The benzene is used as a nitro-compound in explosives and in a synthetic process for making phenol while toluene is used for making T. N. T. explosive.

Phenol, commonly called Car-bolic Acid when mixed with concentrated nitric acid, a violent

reaction takes place and the tri-nitro compound, **Picric Acid** is formed. In appearance it is yellow, needle shaped. It is slightly soluble in cold water, has an intensely bitter taste and is poisonous. Formerly, its chief use was as a dye for silk and wool.

It is not very sensitive and will only just detonate when hammered on an anvil and 1 to 2 grams of fulminate of mercury will detonate any quantity with certainty. It can also be detonated by picrates and other compounds less sensitive than fulminate.

As has already been stated **Lyddite** is the British name for Picric Acid. When fully detonated it gives a dense black cloud of smoke owing to its deficiency of oxygen which renders it useful for observation purposes. The rate of detonation is about 7,700 metres per second.

Lyddite has, however, the disadvantage of its liability to form picrates when in contact with metallic substances and these picrates being sensitive to shock introduce a dangerous feature if present in the shell. Hence all shells have to be properly cleaned and lined with a non-metallic varnish and no lead paint or lead alloys in the fuze are allowed in contact with the filling.

With pure picric acid and proper precautions it forms the most powerful and reliable shell filling in use. It is not affected by high temperatures.

**Tri-Nitro-Cresol.**—Cresol is similar to Phenol and is also obtained from coal tar. When nitrated it forms tri-nitro-cresol. Its properties are very similar to those of picric acid.

**Tri - Nitro - Toluene** (commonly known as 'T.N.T.' is the most important of shell high explosives. In the service it is known as **Trotyl**. It is made by nitrating Toluene which, as before stated is obtained from coal tar.

Pure T. N. T. forms yellow crystals insoluble in water. When heated to about 300 degrees C. it ignites and burns with a hot but very smoky flame. When a large mass of T. N. T. is involved the heat generated will be sufficient to raise the temperature to the detonating point. The disasters of East London and Halifax are instances of this.

It is more sensitive than picric acid and very difficult to detonate by hammering. It is fully detonated by fulminate and can be detonated by less sensitive substances. When T. N. T. is detonated a thick black smoke is produced, giving rise to the name 'coal boxes' and 'Jack Johnsons'.

The velocity of detonation is 7000 metres per second. The power is about 9 per cent less than picric acid. It has advantages over picric acid in the matter of manufacture as the melting point is lower. It is a neutral substance and does not form sensitive compounds such as picrates with metallic substances.

**Amatol** is made by mixing T. N. T. with ammonium nitrate, and gives a little grey smoke on detonation.

**Tetryl** (known in the service as C.E.) is made by nitrating methyl or di methyl aniline. The uses of C.E. are extending although it will probably prove too expensive as well as too sensitive for use as a shell filler.

**Tetra-Nitro-Aniline** is made by the nitration of ordinary aniline. It is not adopted as a service explosive but has great possibilities. It flashes without smoke, is semi sensitive, is easily detonated by fulminate and is said to be as powerful as pure nitro-glycerine.

**Hexa - Nitro - Diphenylamine** is made by nitrating diphenylamine. It is a powerful high explosive but rather too sensitive for shell filling. A mixture with T. N. T. has been used by the Germans for aerial bombs.

**Tri-Nitro-Anisol** is made by nitrating Anisol. It resembles picric acid and has been used in shells and bombs.

**Nitro-Benzines.** Bellite and Roberite are mixtures of di-nitro-benzines and ammonium nitrate the former being used largely in grenades.

**MAIL FROM QUARANTINE CAMP.**

Will our field postmaster kindly explain why a letter properly and fully addressed, (in type) and mailed at Winnipeg September 14th, did not reach the addressee until Tuesday, October 2nd, when it bears field post office receiving stamp dated September 16th.

Pte. No. 3346687.

In the good old days our mail came along regularly under an Engineer Sergeant but now we have an Officer and Sergeants and even a Cadet there too. The present postal arrangements are far from satisfactory and yours is not the only complaint of this nature we have received, and we feel confident that they are one and all well merited.—Ed.

Get a copy of "Knots and Lashings" to send to the folks back home. You may be sure they will be glad to get it. The postage is one cent.

**To Officers and Men, E.T.D.**

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## WAR RECORDS OF ENGINEERS.

From the time of the formation of the Corps of Engineers as a military force in 1787 until the present day, no campaign has ever been undertaken without its quota of Engineers.

Records are extant of their work in the Netherlands and the Peninsular war, where the design and construction of the celebrated lines at Torres Vedras were entirely the work of the Royal Engineers, as also were the siege works of Ciudad Rodrigo.

In the second American war 1812-15 and at Waterloo, officers and men both played an important part, although Sir John Burgoyne, one of the most distinguished engineers that ever lived, candidly stated that at Waterloo the Sappers might have been made much more use of by preparing La Haye Sainte and Hougomont for defence and for throwing up traverses for the guns.

It was in the Russian war 1854-5, and particularly in the Crimea, that both officers and men were called upon to exhibit their highest attainments. Early in the war the name of Sapper James Cray, who was later specially promoted to Corporal stands out for gallantry under fire and for saving a large Turkish powder magazine at Varna that was threatened with destruction. The works of the sapper at Sebastopol shine out clearly to this day as a bright spot on the shield of honour. Colour Sergeants Henry McDonald, Peter Leitch, Corporals John Ross, William Ledrun, and Sapper John Perie won the Victoria Cross in that war.

In the Indian Mutiny the 4th, 24th and 23rd Field Companies saw much service.

In the China War 1856-60 the 10th, 23rd and 8th Companies served with distinction, and later in Abyssinia 1867-8 where the command of the expedition was given to an R. E. officer, Lord Napier of Magdala, the 10th Company saw service.

The 28th Company took part in the Ashantee War 1873-4 and it was here that the steam sapper was used for the first time. The 2nd, 5th, 7th, and 30th Companies served in the Zulu War of 1879 and the defence of Rorke's Drift by Lieut. Chard, V.C., R.E., will live for ever in the annals of the British Army.

In the Egyptian war 1882-5 the 8th, 17th, 18th, 24th and 26th Companies were engaged.

In the South African war and the present war the Royal Engineers have proved their mettle time and again. It is a corps which has earned its right to the highest place of honour on the field of battle.

## THE 'FLU'.

The epidemic of Influenza which has struck the Depot and has proved fatal in more cases than we like to mention, has taxed the medical services to the utmost. The C. A. M. C. however under the

able guidance of our M.O., Capt. Campbell has proved itself equal to the emergency, and has discharged its obligations with great credit.

The percentage of fatalities is extremely low considering the virulence of the disease; and it is

due entirely to the untiring and skilful efforts of the medical staff in the early stages of the epidemic that such excellent results have been obtained.

Early in the crisis several of the wives of sappers, cadets and officers came forward and were engaged as nurses; but it is remarkable that such organisations as the 'ladies aid' or 'ladies guild' of the churches were not heard from in any tangible way. These organisations who profess their anxiety to 'do something for the soldiers', it would appear, draw a line beyond which they fear to tread. In the matter of whist drives and concerts they are great we must admit, but when it comes to real help, it would appear that their sphere of utility is limited.

On behalf of the soldiers, "Knots and Lashings" wishes to thank those ladies that have come forward with help and refreshments and to say that both are very much appreciated.

## OUR NEIGHBOURS.

One effect of the war upon which the Kaiser did not count, is the revival of the kinship between the people of the United States and the people of Great Britain and the overseas dominions. That the co-operation between the two people is not merely official, and assumed, (as a means of winning the war) is shown by the way in which the United States newspapers have given all possible credit to Great Britain and Canada for the part they have been playing in the war. It may be said that they have been more willing to bestow praise upon Britain and Canada and the armies of Britain and Canada than the newspapers of these countries have been to claim credit.

The significance of this is that we are Allies with the United States, not simply in a formal way, but are united in a common cause as never before.

The American army is now starting operations on its own and the opportunity is thus given us to help strengthen the ties of good feeling between the two people, by giving full measure of credit for the splendid achievements the forces of our Ally and neighbour are making.

Let there be no thought of jealousy to discount our appreciation of the splendid part that is being played by General Pershing's army in this our common cause. The war is big enough and the Cause is big enough, for all to get the full measure of credit that is due to them.

## THE BULGARIAN COLLAPSE.

By the treaty of Bucharest, Bulgaria was cheated out of what is considered its share of the spoils of Roumania. The Dobrudja, the province of Roumania lying between the Danube and the Black Sea, was claimed by Bulgaria as its share of the plunder. The Kaiser thought otherwise, and the province was declared to be held in trust by Germany and Austria. But Bulgaria suspected her supposed friends. Anyway from that moment Bulgaria's interest in the war seemed to flag, and the traditional hostility of the Bulgarians for the Turks, began to replace their desire to help Germany to conquer the world.

To the disappointment aroused among the Bulgarians by the Roumanian treaty, may be credited the fact that the Allies did not find resistance on the Balkan front as strong as it once was. The Kaiser is finding that being chief of a band of Pirates is a job that has its drabb moments. The lesser thieves want to share the spoils, and sometimes take peculiar ways of getting even with the Boss when he grabs too much for himself. Hence Bulgaria's readiness to accept the terms of the Allies.

## DELILAH AGAIN!

Oh fickle maid, thy charms enslaving are  
The victim of your wiles this time a captain too.  
Hast lost thy love for Samson now afar,  
And Knight-on horseback came to woo?

In chains of love poor Samson fettered was  
And down the tow path stroll'd on moonlit night  
Dreaming of future under love's own laws  
Alas he went away out of your life and sight.

Familiar to our eyes became the lovely sight  
'Neath starry skies, two lovers heart to heart  
But duty called the Knight-on hurried flight  
Delilah wept for grief to see her love depart.

Not long to grieve. 'Twas ever thus with thee.  
Off with the old, the new love on the wing  
The Captain's chances might be good, but we  
Will wait until we hear the church bells ring.

OBITUARY.

We regret to announce the deaths of the following N.C.O. and men from causes immediately dependent upon influenza.

**2014861 Sapper Robert M. Lauder.**

Born in Toronto on the 6th November 1883. Enlisted on the 12th September 1918 at New York. He was a single man and our heartfelt sympathy goes out to his mother, Mrs. A. Lauder, 771 East Gerard St., Toronto, in her bereavement.

**2014685 Sapper William O. Corney.**

Born in Brighton, England, 6th July 1897. Enlisted on the 7th September 1918 at New York. Our deep sympathy is extended to his mother, Mrs. E. Corney, of Lewisham, London, England. The deceased was a single man. A military funeral to St. Johns Cemetery was accorded the remains.

**2011438 Corpl. George E. Farley.**

Born in Palmerston, Ont., 26th November 1891. Enlisted in Toronto 20th June 1918. The deceased was a single man, and to his parents in Southampton, Ont., our sympathies are extended.

**2710671 Sapper Samuel E. Aiken.**

Born in Collins Bay, Ont., 21st June 1882. Enlisted at Vancouver, 30th July 1918. The deceased leaves a wife and two boys in Vancouver, B.C., to whom our heartfelt sympathies are extended.

**2014793 Sapper David Black.**

Born in Cardenden, Fifeshire, Scotland, 8th May 1886. Enlisted at Philadelphia 9th September 1918. To the relatives of the deceased we extend heartfelt sympathies.

**2139425 Sapper Albert R. McLachlan.**

Born in Salt Lake City, Utah, U.S.A. Enlisted at Victoria, B.C., 2nd May 1918. To the parents of the deceased our deep sympathies are extended.

**2710604 Sapper Michael A. Rowe.**

Aged 31 years. Enlisted at Victoria 28th June 1918. To his parents our deep sympathies are accorded.

# In Memoriam.

**C. S. M. JAMES BOYD.**

Death has again cast its gloom over the Engineer Training Depot, and removed from our ranks one of our best. Company Sergt. Major Boyd was born at Cromlan, County Antrim, Ireland, on July 29th, 1892, and was educated at the National School at Cromlan; and after his school days were over he served his apprenticeship with his father. During the time he was at home the troubles in his home land kindled the military spirit within him and he joined "Carson's Anti Home Rule Division" in South Antrim and saw during that period an opening in life for which he was exceptionally well fitted. This led to his emigration to Canada where he joined the Royal Canadian Engineers in February 1915. When instructors for the Depot were required, 2nd Corporal Boyd was transferred to the E. T. D. early in 1916, where he soon rose to the rank of Acting Sergeant. His capabilities as an Instructor soon convinced his seniors that he was an exceptionally good N.C.O. and won for him a later promotion to the rank of Company Sergeant Major.

The Sergt. Major delighted in the rawest material, and his work in training new officers was a remarkable achievement.

Sergt. Major Boyd had a large fund of natural Irish humour which went far towards making his military life a success. During the General Inspection last year Sergt. Major Boyd was complimented by General Lessard on the manner of handling his men and on his work generally.

His untimely death in the General Hospital in Montreal through pneumonia following

Spanish Influenza has cut short a life full of promise and deprives the Depot of a figure which will be sadly missed. He was a general favourite with all who knew him, particularly among the officers and N.C.O.'s of the Depot.

Sergt. Major Boyd has a brother killed in action while both his sisters have lost their husbands in the present war.

The Depot generally appreciated the action of the Commanding Officer in acceding to the request of Mr. W. H. Allen of St. Johns to have the body brought back to Protestant Cemetery.

The funeral service was held in St. Johns for interment in the the Anglican Church of which he was a member. Hon. Major the Rev. A. H. Moore, together with Captain Mutch, Chaplain to the Depot, conducted the service. Full military honours were accorded the remains. The casket was conveyed on a gun carriage drawn by six black horses and ridden by three Sergeants in charge of Coy. Sergt. Major Sims, while six Drivers of the Mounted Section walked alongside the horses. The remains were followed by the Non Commissioned Officers as pall bearers, while every available man from the Depot Barracks, the Factory Barracks and the Siberian Draft from the College Barracks, together with a large number of civilians were present both at the Church and the cemetery.

Many beautiful wreaths covered the casket from the Officers, N.C.O.'s and men and from his friends in town.

Much sympathy is felt and expressed to his parents at Cromlan, County Antrim, in their bereavement.

C. N. G. M.

**2009882 Sapper Gilbert V. Buckland.**

Born in Montreal 5th December 1893. Enlisted at St. Johns, P.Q., 14th May 1918. The deceased was the son of Major Buckland who has just returned from overseas, and his brother has just been invalided home from the western front. To his parents our deepest sympathy is accorded.

**3084702 Sapper Wm. G. Freitag.**

Born at Eganville, Ont., 6th February 1889. Enlisted at Montreal 22nd May 1918. To his parents deep sympathy is accorded.

**2014364 Sapper Joseph T. Alcorn.**

Aged 41 years. Enlisted at Providence 14th August 1918. The deceased leaves a wife to whom our deepest sympathies are extended.

**2013321 Sapper Geoffrey H. Scott.**

Aged 20 years. Enlisted at Ottawa 4th June 1918. The deceased is a single man. To his parents our heartfelt sympathies are accorded.

**3139548 Sapper Harold Wilfred Defoe.**

Aged 21 years. Enlisted at London 1st August 1918. To his parents we extend heartfelt sympathies.

**2014206 Sapper John Wallace.**

Aged 27 years. Enlisted at Boston 5th August 1918. We extend our deep sympathies to his parents in their bereavement.

**2014298 Sapper George F. Sharp.**

Aged 24 years. Enlisted at Buffalo 12th August 1918. The deceased leaves a wife to whom we extend deep sympathy.

**2013978 Sapper Wendell P. Hull.**

Aged 29 years. Enlisted at Portland, Me., 22nd July 1918. The deceased leaves a wife to whom deep sympathy is extended.

**3292056 Sapper Frebus Belideau.**

Aged 33 years. Enlisted at Quebec 4th September 1918. To the parents of the deceased we extend our heartfelt sympathies.

**2011073 Sapper Eric S. Martin.**

Aged 23 years. Enlisted at Montreal 4th June 1918. The deceased leaves a wife to whom our deepest sympathies are accorded.

THE WAR.

The feature of the week has been brilliant Allied victories in Palestine and Macedonia. In the former field General Allenby practically wiped out the two Turkish armies opposed to him.

The infantry first broke through and allowed the cavalry to get to the rear. The Horsemen soon got on the Turkish communications, seized vital points and fords on the Jordan, and cut off the retreat of the enemy. Latest accounts mention 40,000 prisoners and 265 guns, with all the equipment of two Turkish armies. The British have advanced 40 or 50 miles and are now north of Nazareth, and have captured Acre and Halfa on the coast, with the prospect of soon gaining all of the Holy Land including a large section of territory east of the Jordan.

The British force included Australians, Indians and a corps of native troops from South Africa, they had the assistance of a small French contingent. The Turkish army was commanded by German officers and had the help of German troops.

In Macedonia the Serbians broke the line of their old enemies, the Bulgarians, and together with the Greeks, French, British, and Italians, advanced on a 90 miles front and penetrated as far as 60 miles and captured the railway centre of Prilep.

The Bulgarians are still falling back, and the victory may have the most important results. These are two of the most decisive successes won by the Allies this year.

In France, the Germans are making desperate efforts to hold the Hindenburg line, while the French and British are still slowly advancing. The fighting is very similar to what it was a year ago.

The Italians have begun an offensive in Albania. Altogether, the prospect is bright.

- 4 little Conscripts at the E. T. D.  
One conceived the notion to scoot  
That left 3.
- 3 little Conscripts making mulligan stew  
One was very much cut up  
That left 2.
- 2 little Conscripts out upon a run  
One kept on and didn't stop  
That left 1.
- 1 little Conscript challenged to fight and fought  
Had his bally block knocked off  
That left naught.

PAT.

HEARD AT THE VINEGAR BARRACKS.

Sapper Smith has been in the army one month and drew \$38.00.  
Sapper Jones has been in the army three months and drew \$3.75.  
Which is the better soldier?

The residents of St. Johns must be improving. Two of them spoke to me the last pay day. But they were not girls.

HEARD AT THE VINEGAR BARRACKS.

Oh, Vinegar Barracks,  
All sour and sordid,  
Home of Engineers so morbid,  
Sick and ailing,  
Weak and failing,  
Soldiers of the King are paling.  
You're bare of plaster,  
Bare of paint,  
You'd make a devil of a saint.  
Your floors are dusty,

Walls are musty,  
Everywhere you're foul and rusty.  
Your ceiling's leaking,  
Toilets reeking,  
Stairs and windows always creaking.  
Your atmosphere is never sweet,  
It smells of booze and sweaty feet.  
Each bunk is punk,  
You're full of junk,  
Not fit to house a decent skunk.  
Your name it fits you to a "T",  
You're sour as Vinegar can be.  
From your highest roof  
To your lowest bottom,  
Oh, Vinegar Barracks  
You're gol darn rotten.

And yet in spite of all your dirt  
And although with death we flirt  
If you can help us win the war,  
We'll stand your smells, and even more,  
All we ask of the Powers that Be,  
Is to send us quickly Over-Sea.

From "One of the 'Pickles' in the Vinegar."



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the soldier boys and like to  
have them visit us.

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(Same street as Post Office)

**BETWEEN, NOWHERE AND NOTHING.**

So I yearned to be a soldier  
I signed up in Providence  
It was just as good as any place  
For my duties to commence  
They sent me to Toronto  
Where I chose the Engineers  
And after two weeks training  
I was short of funds and beers.

So when I came to old St. Johns  
And my hopes were running high  
For my chance for France and  
Flanders  
It seemed was drawing night  
I went before the doctors  
And they put me down A 2  
My comrades said good bye, old scout  
We guess it's France for you.

So I passed the Clearing Company  
For draft company No. 1  
And I got three jabs and one vaccine  
The doctor's work was done  
We got our kits and order too  
With many a cheer and shout  
But at the muster Roll Call  
My name it was left out.

So I went up to the doctor  
To ascertain the cause  
For after all is said and done  
He's the one that makes the Laws.  
And he said to me "What is your name?"  
I told him. "Oh, yes," said he  
"I've just got your medical papers  
And you're listed as D 3."

So back to the Clearing Company  
From there to the Casualty  
That's where they herd the non-  
descripts  
Of C and D and E.  
For C's were all Home Service  
They hold them sick or well  
And it's many a time the M.O.'s wish  
The whole damn bunch to hell.

For the E's no chance for service  
They are slated for discharge  
And the hopes of home and fireside  
At least to them loom large  
So the C's and E's have some content  
Their future plain they see  
But the poor old D's hold guessing  
bee's  
Each night in the Casualty.

For twice each day the squad lines up  
To answer to roll call  
And Serg. Elliott he comes out  
To take his deadly toll  
No German gun was ever made  
In all the deadly list  
That could shoot a squad so quickly  
And fade it into mist.

Why aint you got your puttees on  
And where is your straw hat  
You sure are nifty soldiers  
Coming on parade like that,  
You're like a bunch of grouchers  
A fat man with the gout  
Or a hobo in a freight yard  
When he sees his train pull out.

Say! you're orderly at sixty six,  
And you at thirty two!  
Why aint you in the kitchen  
And the Canteen goes for you.  
Say! you fall out, and you fall out  
What's your name let's see,  
Yes! you fall out and you also  
And report at seventy three.

The excused duty on the left  
Light duty on the right  
The squad that once looked pretty  
good  
Is now an awful sight.  
The C's and E's have found a place  
But the D's go to and fro  
Like a ship upon the Ocean,  
Where the waters ebb and flow.

And so it goes from day to day  
Sure don't know where you're at  
It's sometimes drill and sometimes  
work

And do this or just do that  
Till the poor D's get disgusted  
And it drives them all to drink  
For every day there's some poor guy  
Just wakes up in the clink.

And so each day we stick around  
Like flies on sour beer  
Until the Sergeant comes along  
And makes us disappear.  
If I die I cannot worry  
But at home I'll ever be  
I'll never forget the damnest days I  
spent  
In that Category D.

And so thro "Knots and Lashings"  
My tale of woe I tell  
To advise the boys to play the game  
And do their duty well.  
For that M.O. sure will land you  
Just take a tip from me  
It's hell between nowhere and nothing  
In Category D.

By an Orphan Stripe  
L/C M. F. McCullough.

**"REST".**

Here's one that might interest  
the N.C.O.'s when they accuse  
their squads of being asleep and  
always wanting to rest, and it is  
here borne out that a soldier is  
not the laziest of mortals, as this  
was not written by one of them!

I wish I was a rock  
A settin' on a hill;  
A doin' nothin' all day long  
But jes' a settin' still.  
I wouldn't eat, I wouldn't sleep,  
I wouldn't even wash;  
I'd jes' set still a thousan' years  
And res' mesel' begosh.

Anonymous.

**WHAT CAN A POOR SAPPER DO?**

I joined this bloomin army, a  
married man and all  
And never thought they'd want to  
see our marriage lines at all  
I brought my wife to see me drill  
and share my soldier's life  
But now they say I must produce  
my proof that she's my wife  
The separation money can't be paid  
they say to me  
Certificate of marriage the pay  
boss has to see  
Now what a lot of rot that is, I  
don't believe I've got  
A single scrap of paper to produce  
that's worth a jot.

**A Fine Sight.**

The sergeant was running over  
a few details of musketry behind  
the lines, and the squad was very  
much fed-up with it, for the day  
was hot and dry throats the order  
of the day. After "carrying on"  
for about an hour he began to ask  
questions.

"Now then, Private Jones," he  
said to a perspiring, tired looking  
man, "can you explain what a fine  
sight is?"

"Yes, I can," said Private  
Jones, "the open door of an esta-  
minet."

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## OPEN LETTER TO I. M. N.

### QUISITIVE.

Dear "Question Mark",—

I feel that some person, Sapper, Driver or otherwise, should have got busy a week ago and enlightened you somewhat, or, at any rate, endeavoured to lift the haze which is evidently clouding your brain. Your questions have been troubling me for the past two weeks, and the more I thought it over the more I felt that somebody should give you a call down for your gross ignorance, hence my jump into black and white.

I will take your questions in order and endeavour to help you out to the best of my ability, although some of those same questions are very elementary to say the least.

Question One. (Page eight, "K. & L.", Sept. 21st, 1918).—It appears to me that rank does not count in the E. T. D. Soccer team. As a close follower of our team I sincerely believe that every team representing the E. T. D. to date was the very best possible.

Question Two.—Judging by the class of player playing on the E. T. D. team it can safely be left to a one man selection. The judgment of this one man has been sufficient to bring very satisfactory results up to the present.

Question Three.—Because the Sergt. has proved his ability to fill his particular position better than any other man. This question must be put down as being of a "malicious intent" calibre.

Question Four.—We must hand it to "Wee Jimmie" for putting up a first class exhibition of soccer but we don't blame him for the size of our sick parades. Soccer is a strenuous game.

Question Five.—Cpl. Hardy assures me that a lecture on "How to score from a penalty kick" is hardly necessary when the home team have a bunch of goals ahead. "There's many a slip in the penalty area." Some of those on-lookers might find this very true if they would only try just once.

Question Six.—If I. M. N. Quisitive will keep himself informed he will find that this is a matter which can safely be left to the discretion of the "Knight of the whistle". See the point?

Question Seven.—"Wee Davie" is one of the best, but it is invariably found that halfbacks are not noticed as much as other positions. We must blame the scribe for omitting such a dandy player as "Davie" in his report.

Question Eight.—Please don't blame those Sergeants. It is their

only chance for a comeback, as fighting is not allowed on the parade ground. Some of those Sappers are enough to "get the animal" of any Sergeant on drill parades.

Question Nine.—(Superfluous).

Question Ten.—This is your one big hit, and helps your previous questions a whole lot. The boys are willing I feel quite sure, but we cannot attain the impossible, and, inquiries I have made go to prove that it is not the fault of the Depot that more games have not been staged. We hope for more games like the Vickers and G. W. V.'s gave us.

In conclusion, as I. M. N. Quisitive asked these ten questions, I hope he is not disappointed at the replies thereto but rather that he will have derived much benefit therefrom.

"Mud-Lark".

### JUST SO.

"Will you go to Siberia?" said the Colonel to the Sub,  
"Where you'll see the Borealis and chase the white bear's cub,  
Where the days are short and fleeting and the nights are six months long,  
And there's nought to break the stillness but the walrus' dismal song."

"You bet I'll volunteer to go," the brave subaltern cried,  
"Though the cold should freeze the marrow and the sun does not abide;  
For the way unto Siberia lies along a golden trail  
Against whose pleasant fancies no argument can prevail.

Oh, we travel to Vancouver where we stay a month or two,  
Which is surely pay enough for me to see any danger through;  
Then we go to Honolulu, that isle so bright and fair,  
And we dance the hootchy kootchy with the Lulus living there.

And then it is to old Japan where the Geisha girls serve tea,  
Oh, there'll be welcome, from them for all of us you'll see;  
And the path is strewn with flowers to that land so grim and cold,  
So we'll volunteer to-morrow," said that Lieutenant bold.

Get a copy of "Knots and Lashings" to send to the folks back home. You may be sure they will be glad to get it. The postage is one cent.

OFFICERS, N.C.O.'s and MEN of E. T. D.

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SLASHINGS.

A weekly paper points out that there are eleven lunatics in the world who imagine they are the Crown Prince. Our fixed opinion is that one of them is right.

It is reported the Kaiser has threatened to degrade the Crown Prince. "First Loot" is of course the rank he is best qualified to hold.

I wonder when Lieut. Johnson intends taking his "quarantine bugs" farther east. Better get in a few more swimming parades before trying the 'pond'.

We understand that some of the chief hot air artists of the quarantine camp are at the present time having their 'flues' attended to. However, we are sure that when they do come back they will bring with them a bigger "come back" than ever.

Bugs, beware!

What is Sergt. Badger going to do with his menagerie. We hear he couldn't catch either rabbit or pigeon and swore there were quite a dozen of each kind.

What about that knee cap Sergeant Badger.—Guess it was K-night caps you went after instead.

We hear the D.S.M. got a calling down for being out against doctor's orders. This will be balm to the souls of some of the senior N.C.O.'s.

Heard at a gargle parade. "I can't never gargle, Sir!"—"How's that?"—"Well I've got so used to swallowing my drinks."

Oh Keith! Did you forget to take your hat off when you came into the Windsor Hotel dining room? And aren't those high boots just a little too heavy for you?

Telephone bell rings.—Lady's voice over the wire:—"I want to speak to the Paymaster." Paymaster dug out of his lair: "Yes!"—"Oh yes, always pleased to oblige a lady.—Yes—that will be alright."—"I am always at my office during hours."—"Oh that's too public, well how about the officers' club?"—"Well about half past."—"What's that?"—"You're a sapper's wife—Oh—Er! Er!—Come right along anyway!"

HORSERY HYMNS.

(With apologies to all but the Mounted Section.)

Sapper, oh Sapper, oh where have you been?

I've been to the stables where a road I have seen.

Did you have a nice walk while you were down there?

An M.P. was watching and I didn't dare.

Little Jack Sapper stood for a minute

Viewing a very fine street:

But along came a Driver, a great wicked Driver,

And poor Jack beat a hasty retreat.

There was a Major who lived in a barn,

For Sappers and Cadets he cared not a darn:

He built him a road as nice as he could,

But he made all but Drivers go round in the mud.

Once I saw a little man come hop, hop, hop;

I said, "Little man, won't you stop, stop, stop?"

And was going to invite him to use my fine road,

When back of the stables the little man goed.

Driver, Driver, quite o'erbearing, How does your avenue suit?

With flower beds and zulu huts, But never the mark of a boot.

Little Cadet has lost his boot, And he doesn't know where to find it;

Don't look on the road in front of the barn,

But carefully search behind it.

Big M.P. come wave your stick And shout as loud as you're able,—

Some Sappers are coming along that road,

And they must go behind the stable.

I've now arrived, thanks to the gods

Through pathways wet and muddy, Which plainly shows that making

roads

Is not this people's study, So wrote the famous Bobbie Burns,

But he knew not every Scotchman; For some build roads both high

and dry,

But you can't get by the watchman.

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the E. R. Smith Co., Ltd. ("The News  
and Advocate") St. Johns, Que., Can.



Taking the wool off under difficulties.

## SMILES.

### Ships That Pass In The Night.

The steamer had just arrived and had cast anchor outside a well-known port. The captain gave orders to the watch to allow no one to come on board. After a while a pinnace came near, and a voice shouted out:

"Hullo there, lower your ladder."

The watch replied:

"You can't come aboard tonight, sir."

The voice from the small boat said:

"I'm the Admiralty Pilot, you silly ass."

"Can't help it; I don't care a rap if you're Pontius Pilate, I've got my orders."

### The Greatest Lie.

A captured German Officer, who seemed to have an idea that the British shoot all their prisoners, offered a fine gold watch to his captors, if they would spare him.

The captors—two jolly Irishmen—took the watch, but as they could not decide who should have it they decided that the man who could tell the biggest lie should keep it. Proud of their skill at story-telling, they told the Bosche that if he could beat them he could have the watch back.

The first man spun a terrific fabrication, and the second man did so well that it looked like a tie. Then the Bosche commenced:

"There was once a Prussian gentleman——"

"That'll do," said one of the Irishmen, "you've won; here's your watch!"

### The Sooner The Better.

The Peace Crank was gathering quite a big audience by reason of his extraordinary lung power. He was tremendous and waved his umbrella to punctuate his sentences.

"Unity is strength!" he yelled. "We keepers of the dove of peace must all hang together——"

"Yes and the sooner the better," murmured a wounded Tommy at the rear.



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**FOUR YEARS' WAR FOR PEACE.**

(Continued from page 2)

1915, Admiral Beatty's patrolling squadron sighted four German battle cruisers with light cruisers and destroyers making for the British coast. The Germans turned tail and Admiral Beatty gave chase. The 'Blucher', shattered by shell and rent by torpedo, carried her 15,000 tons to the bottom of the North Sea, while the 'Seydlitz' and the 'Derfflinger' disappeared in the distance in flames.

**Battle Of Jutland.**

The one outstanding decisive sea-battle of the War up till the present fell on May 31st, 1915, when Sir David Beatty's battle cruisers at 2.20 p.m. sighted the enemy out and in force. A sea-plane reported the German battle cruisers falling back—probably on stronger forces. Should Beatty fall back on our Grand Fleet which was out further north, or engage the enemy, who was evidently in superior force? At great risk he determined "to engage the enemy in sight." For fifty minutes, from 3.48 to 4.38, Beatty was engaged heavily in a running fight south-eastward in which he lost 'Indefatigable' and 'Queen Mary'. Then the German High Seas Fleet appeared and Beatty with Evan Thomas, who had joined him with his four battleships, swung north-west to draw the whole German Fleet toward Jellicoe and the British Grand Fleet.

With the arrival of Jellicoe and his Fleet the range of the battle

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became so tremendous and its conduct so complex that no eye can really measure it or follow its movements. Its main feature can be put into a sentence. The great battleships, moving southward, maintained a titanic bombardment of each other, screened by squadrons of light cruisers and flotillas of destroyers, while the German Fleet as a whole sought safety in a flight, brilliantly protected by able torpedo tactics. A spreading haze and then nightfall hampered the British pursuit. The black night was pierced by the long white spears of the searchlights under which the destroyers looked like "black beetles on a tin-plate." Every now and then hell spouted up in the death-blaze of a stricken battleship. When dawn returned all that remained of the German Fleet had crept away to Wilhelmshaven, while the British Fleet scoured the seas in search of the enemy or of the seamen who might be floating on the waves.

The main difference in the general situation created by the Battle of Jutland is that before the battle the British Fleet reigned unchallenged, but challengeable: after the battle it reigned challenged, and—the issue—now unchallengeable.

**Navy's Cooperation.**

The Navy's help in co-operating with land forces draws the eye whenever it occurs. We have seen brilliant examples of it, largely aided by the flotilla of flat-bottomed torpedo-proof monitors—wallowing gun-platforms—off the Belgian coast, on the shores of Syria and, up in the Adriatic, on the edge of the Carso. But the classic, tragic example is that of Gallipoli, first by brilliant work on the hopeless task of forcing the narrows against land forts, sunk torpedo tubes, floating mines and submarines; and then in co-operation with the landing, fighting and finally withdrawing Anzac forces. The Navy never failed in the whole of that strenuous luckless venture. The defensive lesson of that conflict was the reiteration of the peril, from the action of submarines, in which battleships lie when stationary.

(To be continued.)

**OBEY THAT IMPULSE!**

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## "NUTS AND RATIONS."

The German General Staff has demonstrated that it can lie and run at the same time.

Perhaps the Kaiser could put his warships on wheels and use them as tanks.

When the Kaiser boasted recently about "Our victorious arms," he quite forgot to say a word about victorious legs.

Wonder if the next German war loan will be for the running expenses of the army.

Anyway things are looking much brighter since the British took Lens. With Bulgaria down and out, and Turkey soon to follow, all this talk about peace is just Bosche.

The unkindest cut of all is to ask some men in military uniforms,— "When did you get back?"

Now we are beginning to realize why they called them "Czars of all the Russians".

Save your dollars. The nickels which wont buy anything can now look after themselves.

The British authorities are publishing the names of 150 ex-commanders of German submarines to prove to the German government that they know that this number of U-Boats have been destroyed. The number is large enough to explain the fact that the "menace" has been diminishing of late. Germany with all its organization and skill can hardly build submarines at that rate.

Somme battle, Aisne't it?

Colonel (looking up from charge sheet at Scotch prisoner):—"Who are you?" Prisoner:—"Fine, Sir, an' hoo's yer-sel'?"

We were under the impression that Spain was neutral. At any rate we did not expect to come to Grippe with her.

We feel that the Cap and Bells fits us ill in the presence of the Grim Horseman who has visited our Camp and thrust in his Seythe to gather to himself some of our best comrades.

At the hour of going to press we regret to report the serious illness of Lieut. S. A. Lang of the E. T. D. Mr. Lang has been for some time assistant editor of this paper and his contributions have been of great value. This great epidemic now visiting our Camp is no respecter of persons, Officers, N.C.O.'s and men alike have felt its dire effects.

We cannot let the opportunity pass without expressing regret at the death of one of the best and finest of Sergeants who have been in our Depot. Jimmy Boyd was respected by everyone, and although, sometimes, the subject of the caustic wit of his mess-mates, he took it all in good part. Personally we have lost a good friend. His demise is greatly regretted by

PAT.

### CORRESPONDENCE.

Editor

"Knots and Lashings".

Sir:—

Why not get up some inter-company sports? Are we Sappers a lot of parlour-athletes and feather-bed sportsmen that we have to sit around like dead-ones while we could have regular leagues for baseball, field sports, field hockey, basket ball, etc., etc.

That's the kind of stuff that promotes good fellowship and friendly rivalry. Why not wake up and shake off the dust?

Yours for sport,

Sapper Pepper.

To Sapper Pepper we must say that in a depot of this kind, where

the duration of the stay of any man is an uncertainty, it is nearly impossible to organise along the lines he has suggested.

We have had some good football and baseball games this season, and the tennis courts have been available although not much used.

Ed.

### "SCRAPS OF PAPER"

We all know what Kaiser Bill and his legions called the "Treaty with Belgium" and wonder if they have changed their Hunnish ideas since their "treaty" or arrangement with Bulgaria has gone the same route? Keep it up, Bill! Everything comes to him who waits.



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