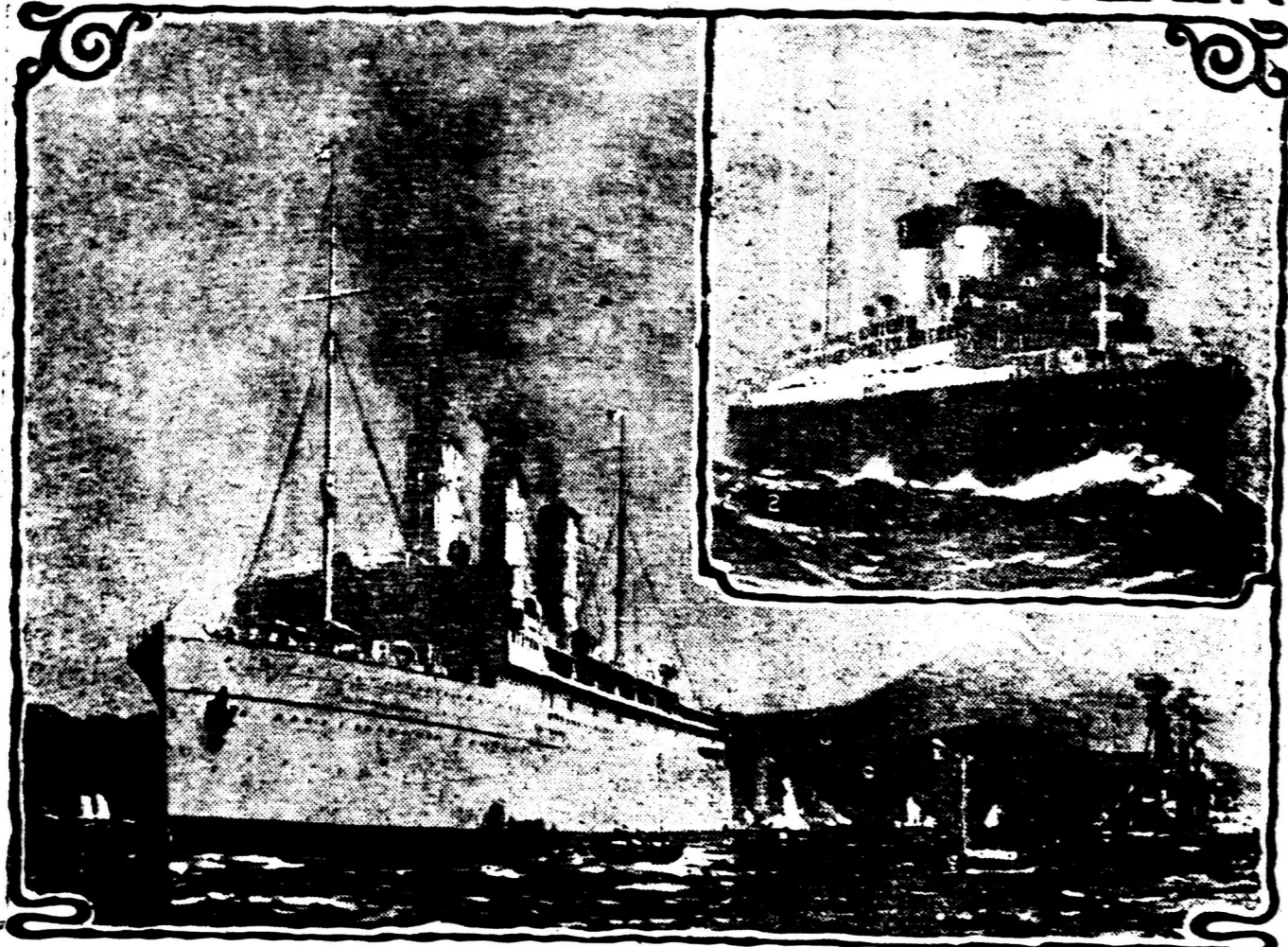


IN SPITE OF THE KAISER



(1) C. P. O. S. Pacific Liner which made a speed record a few weeks ago.
(2) C. P. O. S. Atlantic liner.

The claim made by Kaiser Wilhelm and his satellites that the British merchant fleet is disappearing from the ocean seems particularly ludicrous in the case of the fleet most closely associated with Canada, namely that of the Canadian Pacific Ocean Services, which so far from diminishing has actually increased its tonnage since the beginning of the war by nearly 30%. No fewer than 15,000 men are employed with approximately 50,000 dependents, and the numbers are steadily increasing.

Taking the Atlantic fleet first. At the outbreak of the war the steamships of the Allan Line and Canadian Pacific Co. (now known as the Canadian Pacific Ocean Services) numbered 35, with a gross tonnage of 313,000 tons. The value of these fleets to the British Empire in war-transport work has been incalculable, and the greatest possible advantage was taken of it by the British Government. Almost from the moment of declaration of war on the 4th August, 1914, a large proportion of the joint fleet was requisitioned, including the larger and newer vessels then in service. Two of the newest and largest of the Allan Line steamers were immediately put into commission as armed merchant cruisers. "The Empress of Russia," "Empress of Asia," "Empress of India," and "Empress of Japan" were immediately fitted out as armed cruisers. Many of the other vessels of the joint companies previously engaged on the passenger trade between Europe and Canada were brought into Trooping Service or employed in transporting supplies and munitions, not only across the Atlantic but all over the world from the Far West to the Far East. Notwithstanding this great call on the Canadian Pacific and Allan Lines' resources, these companies have been able without break to carry on regular passenger and freight business, maintaining an uninterrupted service of mails and passenger and freight traffic westbound, as well as carrying home eastbound

large supplies of troops, stores, and munitions of war. From the outbreak of war down to the present day the Canadian Pacific and Allan vessels engaged on trooping and similar work have transported no fewer than 700,000 troops and passengers from Europe to Canada, the Mediterranean, India, China, Egypt, Gallipoli, Mesopotamia, or across Channel, or on the Pacific. Up to the same moment the company's vessels since the outbreak of war have steamed over 1,250,000 miles and have carried eastbound and westbound over three million tons of cargo, munitions, supplies, etc. These figures indicate no mean contribution to the "carrying on" of the war, and constitute a splendid tribute to what Canada—Britain's Nearest Dominion—has tried to do to help the Mother Country in her hour of need. Add to this the fact that these ships have been carrying in practically every case large quantities of munitions made in the Canadian Pacific Shipyards, the value of the contribution of the companies under notice and of the great parent company—the C. P. R.—received still greater emphasis. The Canadian Pacific Fleet, although suffering but a slight diminution of tonnage by the act of the King's enemies, has been gradually increased by purchase or building, so that to-day the combined fleets of the Allan Line and Canadian Pacific number 49 steamers, with a gross tonnage of 411,000 tons, whilst further orders have been placed for four more of still greater tonnage. Services are being steadily maintained carrying mails for the different parts of the Dominion and the outer European ports of the Allied countries. Every means within the power of the Canadian Pacific is being used to maintain export trade and the importation of necessities alike for the use of the armies in the fields, and for the people at home.

The recent assumption by the Canadian Pacific Ocean Services of the entire management in control of the operations of the Allan Line recalls

Admiral Sims of Port Hope

WHEN it was announced that the commander of the first American naval unit to take the sea against Germany had been born in Port Hope, a New York newspaper commented upon the happy augury. Canadians will take an especial interest in the fortunes of the American destroyer squadron, now co-operating with the British fleet in the North Sea, because Vice-Admiral Sims is a Canadian by birth, and first saw the light of day in the Ontario town, Port Hope. Apart altogether from auguries and sentimental interest, the fact remains that Sims is one of the best men in the American navy. He had not so long arrived overseas when he was asked by the British authorities how soon he and his ships would be ready for business. "We can start any time," replied Sims, and thus provided a slogan for the American navy which will be treasured with Jones' immortal, "We haven't begun to fight yet," when he was asked to surrender, and Dewey's remark which ushered in the Battle of Manila Bay, "You may fire when ready, Gridley."

Though Sims, as remarked, is a Canadian by birth, there is no other man in the American navy who would be selected as better representing the traditions of that fleet in other navies he might be not so much at home. He has been insubordinate more than once. He has had the distinction of being officially rebuked by the President of the United States. He has made reports and recommendations without regard for precedent and official routine. But he has made good. In the United States navy and elsewhere much is forgiven the man who "comes across." Literally he has come across in the present war, and when it is his good fortune to meet the German navy or any fragment of it he may be counted on to strike as hard and as audaciously as Admiral Beatty. It will not be his fault if the war ends without giving the American navy an opportunity to show that it is in the fight, hook, line, and sinker.

Until a very short time ago Sims was a mere captain. Nevertheless, at home and abroad he was better known than some of those who had higher rank. He was a familiar figure in London, Paris, and Petrograd. He was also a popular one, and when he came to a foreign port it was natural that he should be entertained at an official banquet. A few years ago on one of these occasions in London Captain Sims made the remark that if ever the existence of the British Empire was threatened the United States could be counted on to give every dollar, every drop of blood to preserve it. It was another American seaman who made the significant remark about blood being thicker than water, referring to the same contingency. However, Sims was reproved. He was not moved. Events have justified him. He is now "over there" to make good his promise.

The honor conferred upon him—and there is not a commander, an admiral, or a captain in the American navy who does not envy him the honor—astonished some of those who knew his history. It was not that he was not efficient, but that he had been too outspoken. He had not hesitated to say what he thought, and even if his communications were privileged, as when he was called as a witness before a Congressional committee, he had not sought to say the pleasing, soporific thing, the thing that his superiors would naturally approve. He spoke of the defects of the American navy. He did not say that it could "lick creation." He told the truth as he saw it. Even the wonderful improvement that was made in American naval gunnery under his direction, he did not claim credit for. He said it was due to the theories of "that wonderful man, Vice-Admiral Sir Percy Scott, of the British navy." He did not give the American eagle a half chance to crow.

When he was in China as a lieutenant he came across the British navy and studied its gunnery methods. Instead of reporting his observations to the man immediately over him, and trusting that he would in the course of time forward the criticism to the proper authorities, he wrote directly to the President of the United States. This was no way to make himself popular with his superiors; but by a chance it happened that the American President was looking for just such first-hand information, and presently Sims was recalled and given charge of the gunnery of the American navy. Later on he was entrusted with the destroyer command. He continued to speak out and criticize what he believed to be wrong, and he has continued ever since. Events have shown that Sims, as a rule, was right, that he was wedded to the navy, that he thought and said nothing that had not the welfare of the American navy as its mainspring. So he has arrived. Here's luck to Sims, of Port Hope, Ontario!

Sandstone Quarries. Sandstone in red, brown, grey, etc., and of good quality, has been largely quarried in New Brunswick, for building purposes, and in past years found a considerable market in the New England States. Quarries are now being worked at Sackville, Renous River, and other places. Limestone exists at St. John in large quantities. In addition to the quarries that have been worked in the St. John locality a new quarry for the manufacture of hydrated lime has been opened up at Ferrybars.

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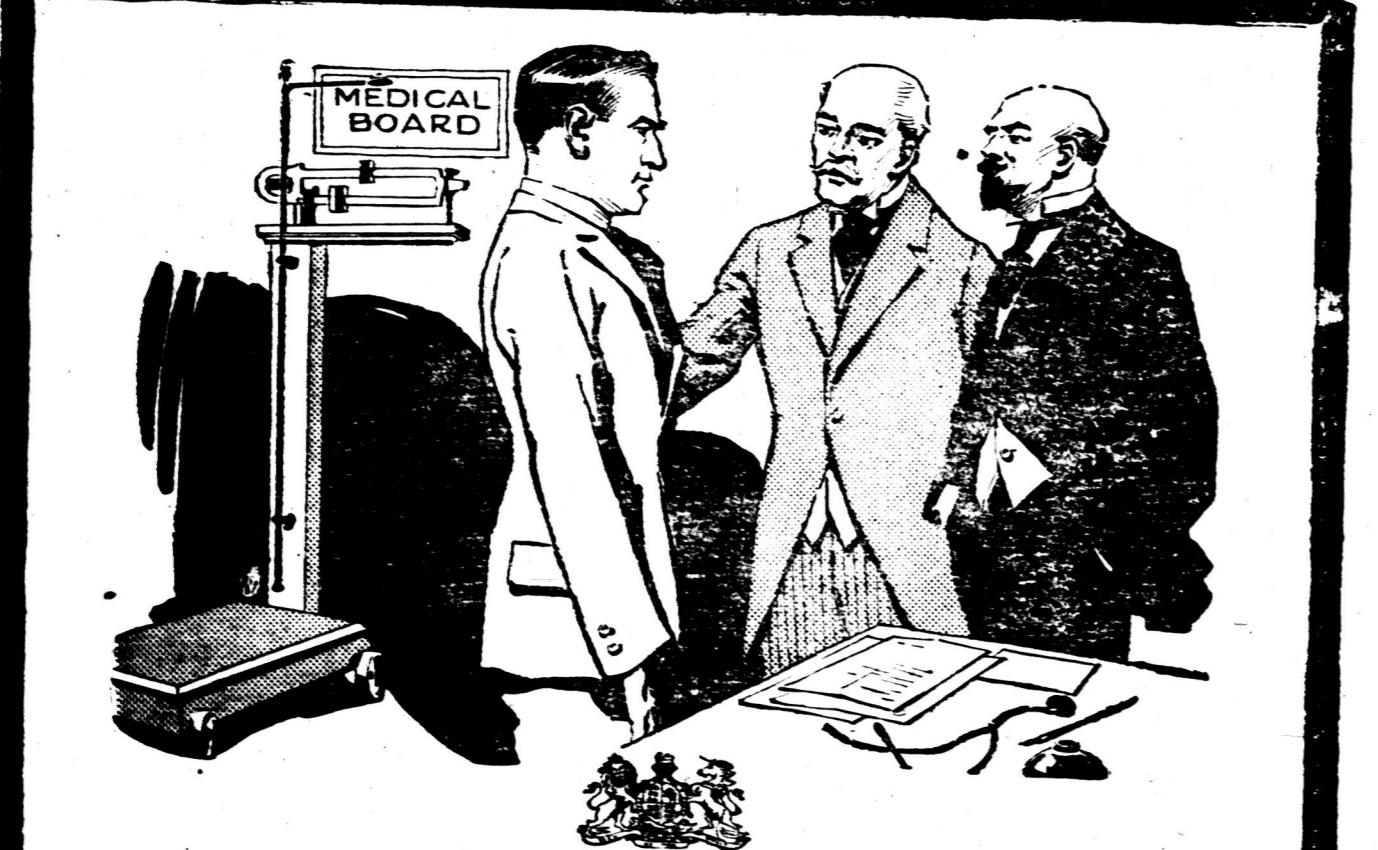
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Medical Boards are now being established throughout Canada. These Boards will examine, free of charge and obligation, all men who wish to be examined as to their physical fitness for military service. They will tell you in a very short time whether your physical condition absolves you from the call or makes you liable for selection.

It is important that you obtain this information as soon as possible. A certificate of unfitness from a Medical Board will secure for you freedom from responsibility under the Military Service Act from any Exemption Tribunal. A certificate of fitness will not preclude an appeal for exemption on any ground.

In order that you may be able to plan your future with certainty, visit a Medical Board as soon as possible and find out if you are liable to be selected. Your family and your employer are interested as well as yourself.

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