Canadian Masons In England

The Canada Loigo No. 3537

ountre for Canadians for H. S. CARMICHARL, W. M. Constructions resident in H. S. CARMICHARL, W. M. Construction Provident from the Deminion visiting the Gid. Country. The object of the founders was also to form a bend of union between the Brothron of the Deminion and the Brothron of the United Kingdom in the strong hope and confidence that Freemanney might so even still further against in the great work of forming those bends of "indisseluble attachment"

names in the great work of forming these bends of "indisseluble attachment" which shall ferever unite the compenent parts of the British Empire. The Lodge has now 202 members, many of whom are Dominion members resident in all parts of Canada. No fewer than 150 are initiates of the Lodge, 265 members of the Lodge are on active service in H. M. Feresa.

Mr. Hagh Strain Carmishael, the newly-elected W. M. of Canada Lodge, is a notify of Glasgow. He has been connected with the Transatlanite stemashin trade since 1235, when he joined the staff of the State Line, which in 1391 was taken over by the Allan Line. In 1395 he commenced his long connection with the Canadian Picific Company at Glasgow, transferring to its Liverpool office in 1305, when the company established its transatiantic passenger service. In 1306 he was premoted to be general transmitiontic passenger service. In 1908 he was premoted to be general passenger agent for Great Britain and Europe. Since the establishment, in 1915-16, of the Canadian Pacific Ocean Services, Ltd., which manages the entire fleet of the C. P. R. and Allan Lines, Mr. Carmichael has occupied the position of passenger and freight manager, and has his head-quarters at Waterloo Pince, London, England,

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ARMORED MOTORS.

Corps D.d Splendid Work

The work of the Canadian Motor Machine Gun Corps curing the tast great German offensive is deatt with in the following article by Roland Hill, correspondent with the Canadian forces at the front.

Delaying of the great German at: tack on the Somme the Canadian Motor Machine Gun Corps dia heroit work, and gained special mention from the commander or the British army, which fought the brunt of the wonderful retirement. Several times these swift armored cars round themseives fighting alongside tanks, and more than once they tollowed the track of their heavier airies. Tanks were the battlesmps of great fignting. Canadian armoreu cars were the light cruisers. They remained hidden in broken buildings until sections of Huns had rushed down the main roads and then, like Juggernaute drove down on the enemy, sweeping clear paths with their batteries or machine guns.

At the crossroad at Villiers-Carbonnel on the St. Quentin road, they delayed the Hun advance tive hours and gave the infantry time to dig some semblance of shelter.

The Germans brought up light field guns to try to catch some of them, but they snifted too quickly to ever become a target. One car only was lost in this snarp engagement. It had run off the road into a deep ditch and the Germans had come on so densely that it was impossible to get the car back on the road. The last the others saw of it was when only two of the crew remained alive. A young Canadian officer was standing in the road keeping a group of about twenty of the enemy at hay with rifles of his dead comrades. Another man was firing the remaining machine gun at a body of Germans who were trying to surround some British infantry.

An almost similar affray, but without the loss of any car, happened at Bray. Three cars worked along the roads which centred on the village. They dropped little parties with extra guns in farm buildings on the outcirts, and held back the Huns until fresh infantry battalions could come up and take up the deferce. "We just slaughtered the Huns by the thousand," said one dirty, blood-stained officer, "and more than once they broke back into their second waves when we got all our guns spraying on them at the same time on a section about a hundred yards wide." In hot corners where we were fighting the British must have taken a toll of ten to one. They were magnificent. Some of them who had been fighting steadily for three days refused to be taken out - declared they would stick to it to the end if we could get them rations. Our ammunition lorrie, brought them up pientiful supplies in less than an hour and many of those fellows kept fighting until they tell asleep from sheer exhaustion, $\mathbf{B}\mathbf{y}$ time reserves were up in plenty. and the line at Bray was saved for a

Another good work the cars did was in bringing in wounded. Each time they returned for ammunition and petrol they carried in scores of One car rescued a pattered men. badly wounded British brigadier. 'Pluckiest officer I ever saw," explained a Canadian sergeant in charge of the car. He had stayed with a little post of about a dozen men right to the last, and when the machine gun crew were laid out, fired the gun himself until badly wounded. He made us leave him with the field ambulance and would not let us take him back to a casualty clearing station. "Go back and give them blages," were his parting words to us.

Canadians Give Aid.

One of the most unique undertakings to raise money for the American Red Cross has been an all-star

production of a successful war play, 'Out There," which has been visiting the large cities of the republic and playing to enormous audiences. The cast is made up entirely of famous stars, several of whom are Englishmen like George Arliss and C. P. Heggie. There are two Canadians in the cast, Miss Julia Arthur, who came from Hamilton, and Mr. George McFarland, whose home was in Montreal. Another less well-known Canadian, Miss Catharine Proctor, of Toronto, is understudying all the female roles. The play selected for presentation is by an Englishman, Mr. J. Hartley Manners, and it is familiar to Canadians, as it was presented for an all-Canadian tour during the past season, visiting practically every town that had theatrical accommods-

tion from coast to coast. James K. Hackett, who is sometimes claimed as a Canadian, has a role in the drama, but Mr. Hackett only happened to be born in this country and his perents were Americans, so hardly lay claim to him

Many Thousand

Farm Laborers Wanted

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In the Dominion. Canadian soldiers on the patte fronts in France probably escape our Canadian torrid spells of summer and our blizzardiy winters, extreme of heat and cold in France being less severe. They experience, however periods of sustained cold in the trenches, cold of the moist, penetrat ing character peculiar to the continental climate of Northern Europe

but in general no startling change

from weather conditions at home. An exhaustive study of the subjec shows that winter in Northern France is not so severe from the standpoint of low temperatures, but there is : consistency of moderately cold weather which is not usually experienced it Canada. Rather low temperatures sometimes occur there, but such extremity of cold weather range about zero, Fahrenheit, to 10 degrees

Summer in Northern France is coo. as compared with most parts of Can ada, the average temperature for July and August, the warmest months, being 63 to 65 degrees. Moderately hot weather sometimes oc cur, but extremely high temperatures, such as occasionally are exper ienced in Ontario and Quebec, are unknown in France. Temperatures as high as 100 never have been reported in France, but they are very rare and they do not have the 90 to 100 spells that are common here.

With the transition from winter ic spring the rapid warming up, familiar to residents in most sections of Canada, is not so noticeable in France, the average temperature for March being only 2 to 4 degrees higher than for February. April and May are moderately cool and not unpleasant, while rainfall is comparatively light, although occurring rather frequently.

The summers are pleasant as compared with much of Eastern Canada the day temperatures being mostly moderate and the nights cool. Occasionally hot weather is experienced, but the heat is not so excessive and the heated periods are usually of short duration.

Fall also is usually pleasant, especially in September and October. The rainfall usually becomes heavier, however. Along the northern coasts of France temperatures are very similar to those of our Pacific coast, the monthly average at Dunkirk, France and Vancouver, being identical for nearly half the months of the year and differing only slightly for othe: months. Over the lowlands of Northern France snow is fairly frequent and may be expected from Novembe to April, inclusive, although it rarely attains any considerable depth on the ground. At the higher elevations of Eastern and Southern France, particularly in the mountains bordering on Germany, where the winters are long and cold, snowfall is more ire quent and much heavier.

Profit in Pine Trees.

Twenty-one per cent, of the Kingdom of Norway is covered with for est-that is, about 17 million acres Of that, about 15 million acros it productive forest. The Governmen. owns about two million acres. The commercial toronia under Government supervision compr se about one million acres. The rest, or about 12 million acres of productive forest, it private property. Seventy-five per cent, of the timber is spruce (picea excelsa), and pine (pinus silvestris) in about equal quantities, as well as some oak, ash, elm and basswood. Birch is found everywhere. The annual forest growth or increment per acre is about 21 cubic feet. Nearly all the cut timber is hauled on sleighs to the river in the winter and floated to the coast in the spring. The felling is now nearly all done by piece work, which has proved to be a great success,

The value of forest products exported is about \$30,000,000 annually. Until recently the export consisted chiefly of logs and staves, but pulp, planks, boards, doors and windows, etc., have now come into prominence. The pulp represents about 50 per cent. of the export value. The people have awakened to the importance of improved and conservative methods, and planting in the coast districts has also been encouraged. Most of it is done by school children. Douglas fir, imported as seed from the Pacific coast and raised in nurseries, is being planted quite extensively in some parts of Norway. Forestry is taught in all public schools and instructors give lectures in the country districts .-Canadian Forestry Journal.

Building Ships In Canada.

The war has taught Canadians many things they did not realize before. One of these is that Canadians can build ships. A few years ago a great many of us were inclined to think that it was not practicable for Canada to enter upon construction of steel ships on a large scale. With a remarkable admixture of modesty and caution-or was it lack of confidence?-we were inclined to the view that we lacked the skill, experience and material necessary to build ships on an ambitious scale. The war has shown us that we were wrong. In the House of Commons, recently, Hon. C. C. Ballantyne, Minister of Naval Affairs, not only assured us that we are already building Write for Catalogue. and are going to keep on building steel mercantile ships in Canada, but went on to say that we had also constructed war craft "equally as well as they could have been constructed in the Old Land,"

Aviators as Rangers. The St. Maurice Forest Protective Society has engaged two aviators, who, with hydroplanes, will patrol the wilds of Northern Quebec and other forest territories for the prevention and discovery of forest fires. This mode of protecting forests in Quebec will be introduced this sum-

Large Baskets. Some of the California Indians store their corn supply in willow baskets, which are as large as the

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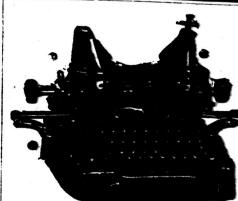
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