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THE RECORD STORE

JARVIS.

Main Street

ONTARIO

EMPRESS'S WAR RECORD



(1) Captain Geo. S. Webster, R.N.R., of the "Empress of Britain."
(2) Arthur E. Philp, Chief Engineer of the "Empress of Britain."
(3) Six inch gun crew standing by the gun on the "Empress of Britain," at right Chief Officer F. H. Moore, who gave the gunners the range.

THE "Empress of Britain," which sailed from New York on Sunday afternoon with 150 officials of the British War Mission, Y.M.C.A. and Knights of Columbus workers, has already covered 173,136 miles since the outbreak of hostilities, when she was taken over by the British Government and has transported 119,600 troops overseas. She took thousands of Australians and Britons to Gallipoli, and was one of the transports assigned to take them away. The Suez Canal being closed, she made a 16 months trip around the Cape of Good Hope with troops for German East Africa and also for Mozambique. She made eight trips with Canadian troops and for the last seven months of the war, she sailed the South Atlantic as an auxiliary cruiser.

It was during one of the trips across the Atlantic with 6,000 troops

aboard, that a German submarine launched two torpedoes, one of which, due to a lucky zigzag, missed the bow by three feet, and the other passed a dozen feet astern. At least a dozen attacks were made upon the "Empress of Britain" during the war, by U-boats.

Captain George S. Webster, R.N.R., who is the present commander of the "Empress of Britain," has made 37 trips across the Atlantic since the outbreak of the war. When the "Empress of Britain" reached New York last Tuesday, she had aboard 2,650 U. S. troops, including 800 sick and wounded heroes, and she is returning to Liverpool for more. When this work of repatriating U. S. troops is finished, she will return to her home port, St. John, New Brunswick.

During the war, the C. F. C. S. ships have transported over a million troops and passengers on war bus-

ness. Only eight soldiers were lost by enemy action. The "Empress of Russia," now in Liverpool, will take troops to Australia, and then return to her regular route across the Pacific from Vancouver to the far east. The "Empress of Asia" will go back to Vancouver through the Panama Canal with Canadian troops enlisted in British Columbia.

Arthur Edward Philp, O.B.E., Chief Engineer of the "Empress of Britain," and Senior Chief Engineer of the Canadian Pacific Ocean Services Ltd., has been on the Empress throughout the war and has never missed a trip. He was personally decorated by King George for his services and is now Officer of the Order of the British Empire. His services on transports cover four wars, the South African war, and the present war. His fellow officers call him "Pa."

The Hospital for Sick Children

TORONTO

War Laid Heavy Hand on Children's Charity.

Dear Mr. Editor:

The annual report of the Hospital for Sick Children, Toronto, marks a new record, despite the heavy handicap the war placed upon its work.

The task of ministering to the suffering youngsters of this province was no light one in view of the Hospital's splendid response to the national call for 25 doctors and 45 nurses from its forces in every direction except where they have seen service overseas.

Yet the number of patients treated in 5,043, or 1,308 more than last year. Of these in-patients, 759 were from 266 places outside of Toronto.

The tireless efforts of the staff made possible also a reduction in the average length of stay necessary for the little patients from 24 days in 1914 to 14 this year.

These results show that the Hospital has again paid to the children rich dividends of health upon the invested kindness of its supporters!

There has been careful stewardship of the funds entrusted to the Hospital.

There has been saving—almost scrupulous—in every direction except where it would prevent the Hospital's soothing the suffering or shortening the sickness of one child. The daily cost of operation was held at the lowest point which would still allow the children entrusted to the Hospital to get the best medicine and the best of care.

And yet so high has risen the cost of every item in the Hospital's budget—in labor, in fuel, in food, and, above all, in medical supplies—that the minimum expense of taking care of one child for one day has risen from \$2.34 in 1914 to \$3.21 in 1918. Of that, \$1.62—the amount per patient per day that the official Government grants do not cover—must come from voluntary contributions.

During the past four years debts were incurred to the extent of \$100,000, which the Trustees felt assured would be wiped out by the public as soon as the war drew to its close, and these heavy demands cease which have been made upon the generosity of the loyal people of this province. The time has now come when it is necessary to make known the Hospital's dire need of financial assistance.

If this 43rd Christmas appeal fails to rally the friends of this Charity to its support, it will be necessary to mortgage its land, buildings and plant by the bounty of the late John Ross Robertson that property has just been cleared of debt for the first time since it began its ministry of healing mercy.

Little children have lost a big-hearted friend, and the province a noble benefactor. It is for the public to decide whether his life-work shall be shadowed with a mortgage within less than a year of his passing.

What, think you? Send your answer as soon as possible to the Secretary-Treasurer, Hospital for Sick Children, College Street, Toronto. Meanwhile the Charity will "carry on," trusting in your support.

IRVING H. ROBERTSON,
Chairman of Appeal Committee.

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Kite Balloons Are Used

With Splendid Results

By the Allied Armies

THE rapid development of the British aeroplane as a fighting unit, and the glowing reports of the work of the pilots on the various theatres of war have tended somewhat to obscure the fine war record of the kite-balloon, writes Lieut. J. L. Carvel. Kite-balloons have been used extensively on all the fronts, and at sea, throughout the war. Quite recently there appeared the official report of the splendid and invaluable work done by the first kite-balloon in the Dardanelles expedition in 1915.

Early in the war, while the Germans still possessed a great superiority in the air and upon the ground, valuable observation work was done by the British balloons and very important assistance given to the artillery. As time went on, and heavier-than-air machines were many times multiplied, the necessity of the balloon for observation purposes was somewhat diminished, but they are extensively used and can perform some work which the airplane—always on the move—cannot.

The balloon pilots have a dangerous and difficult task to perform. A stationary balloon naturally makes an easy target for an airplane in flight and its powers of defence are, of course, very limited indeed. Climatic conditions very much affect ballooning. In the east, work has to be done in the early morning before the heat becomes too intense. More than once, when no satisfactory maps have been immediately available, this need has been made good by the balloonists, who, from their basket, have made accurate military maps of the surrounding country.

Important as has been the work of these balloons over land, they would have more than justified their use by the good work they have accomplished at sea. Many British battleships carry their own balloons and balloon officers, and many British destroyers are fitted with balloon winches, so that, if occasion arises, they can carry balloons. The splendid work of the navy in the matter of convoys for cargo-carrying vessels is well known, but few people have heard of balloons being taken in tow so that a keener lookout could be kept for the German submarine. Observers from the balloon basket have been able to sight the periscope of a hostile submarine long before it could have been seen from a ship. The news passed by phone from balloon basket to ship's bridge, the range is soon found by the gunners, and the submarine is fittingly saluted. In patrol work the observation balloon has proved a great asset to the navy.

What finer "bag" could be hoped for than that of the first kite balloon used in the Dardanelles in April and May, 1915, where in a fortnight, with the observations supplied by the observers in the basket of the balloon towed by the Manica, a converted tramp, the following were accounted for by H.M.S. Queen Elizabeth?

"April 28—Two field batteries silenced; several guns destroyed.

"April 30—Chanak shelled; burned for two hours.

"May 2—Battery of eight-inch guns shelled; three direct hits.

"May 12—Four batteries silenced.

"May 12—House reported to be Turkish headquarters destroyed."

The records of British kite balloon officers would prove very interesting to the general public.

THE

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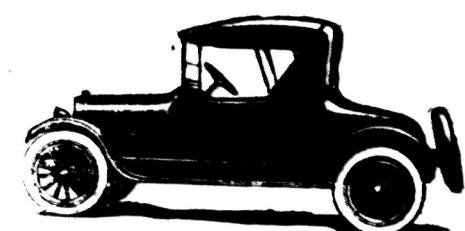
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