Educating Returned Soldiers

Cabinet Making, Angus Shops.

Making a locomotive side rod bushing.

ABOUT 18 months ago it first became possible for a returned soldier, who had been so disabled by service that it was impossible for him to resume his former civil occupation, to take a course of training under government supervision and pay, which fitted him for some new occupation, the pursuit of which would not be prevented by his disability. In other words, his case was carefully considered, his disability taken into account, and his training arranged so that in his new occupation he could develop 100% efficiency. As an example take a machinist who had lost a leg; obviously his disability was such that he could not resume that occupation. He had a knowledge of blue prints and drawing and some latent ability in a drawing line. He was passed for a course as a mechanical draughtsman. At the termination of his course he was employed at a wage nearly equal to his wage as a machinist. The loss of a leg was no handicap as his new occupation did not call for any moving around. Thus this man, seriously handicapped as a machinist, was enabled to overcome his handicap and compete successfully with any other draughtsman.

Owing to the increasing number of different trades and occupations in which it was necessary to train such men it became imperative that training places should be found. Obviously if a man was to be trained for a position in a machine shop, the place to train him was right in the particular machine shop in which he would eventually be employed. This resulted in the institution of industrial surveys. One of the first industries in Montreal to be surveyed was the Angus Shops (Canadian Pacific Railway). It can readily be understood that these shops, employing thousands of skilled men, in practically all kinds of mechanical work, offered great opportunities for the training of disabled men. The above mentioned industrial survey consisted of a detailed report on every position in the Angus Shops; it showed among other things the exact nature of the work done and what disabilities would hinder a man from doing the work. This survey was a guide to the District Vocational Officer, as a reference to it showed immediately what mechanical work a disabled man would be physically able to do without being troubled by his disability.

From the outset every official of the C. P. R. who was approached expressed great interest in the work, and by co-operation rendered most material assistance in the re-instating of disabled soldiers in civilian occupations.

The general scheme of training adopted by the Invalided Soldiers' Commission is to give any man taking a machine shop training about three-quarters of his course in the machine shop at McGill University, then place him out with an industry such as the Angus Shops to finish that course and gain the necessary practical experience. During the time that the man is taking this training, he is drawing full pay and allowances from the Invalided Soldiers' Commission so the firm with which he is working is not called on to pay him anything. In this way the man becomes accustomed to his work in a place where he will probably be employed at the termination of his course, and the employer, having had the man under him for some time, knows something about his work. This method generally results in disabled men being absorbed into the industries for which they have been trained, with no gap between termination of course and employment and is thus satisfactory to all concerned.

It might appear from the foregoing that the employment offered by the C. P. R. to men being trained by the Invalided Soldiers' Commission is confined to positions in the Angus Shops. Such however is not the case. Every department has taken on men, clerks, draughtsmen, telegraphers.

In some industries there has been a tendency to fight shy of the returned men, the reason stated being his inability and apparent lack of power of concentration on his work. Not so with the C. P. R. Every consideration is shown the returned man and every possible allowance is made which will assist him in re-establishing himself in civil life. The attitude taken by the higher officials of the C. P. R. in regard to disabled soldier students is mirrored in the following letter of instructions issued to foremen:—

THE RETURNED SOLDIER AS AN EMPLOYEE.

How do you treat a returned soldier working under you? Do you consider him as an ordinary workman, let him shift for himself and look on his mistakes only as you would an ordinary employee? If so, you are assuming that he is in all respects just a normal man and should be able to do the same work as quickly and as well as the average employee. If you do, you are wrong.

Many returned soldiers' constitutions are broken down. They have been gassed, shell shocked and tortured by wounds, and consequently are highly strung and nervous and will be for some time to come. What they make of themselves depends on you. If one of these men make a mistake and is roughly reprimanded, he is likely to shake like a leaf, get excited, etc., and be very difficult to make anything of; this is wrong. The greatest tact, care and attention that you can give these men in helping them to become useful employees is what the Company expects, and, moreover, you owe it to them.

There are bound to be some exceptions and some men will fail to make good. The success or failure of the majority, however, depends on you, and it is your privilege to help your country in this national crisis by endeavoring to make useful citizens out of the nerve shattered men that are commencing to come back to us from the front.

Is further proof of the interest of the C. P. R. necessary? No!

Now for results. Of the first hundred men to complete Industrial Re-educational Courses in this unit, ten were employed by the C. P. R. on the termination of their courses. Up to date, about two hundred men have completed courses and now many of these men are employed by the C. P. R., i. e.: These men have taken courses in no less than 12 different trades, so it is obvious that the C. P. R. is assisting splendidly.

NEW USE FOR AVIATION SHEDS

AFTER many years of waiting a covered skating rink has been secured for the Gentlemen Cadets at the Royal Military College at Kingston, and the acquisition of this building will give a great impulse to our national game—"hockey." Hitherto the Royal Military College hockey teams have had to get along the best they could, using the open ice on the lake and occasionally the city rink at Kingston. These limitations interfered materially with the quality of the game. On the demobilization of the Royal Air Force in Canada and the abandonment of the aviation camps at different points some suitable buildings, originally designed for and used as flight sheds (or aeroplane hangars), became available, and through the kindness of Sir Joseph Flavelle, Bart., Chairman of the Imperial Munitions Board, under whose direction these aviation camps were originally established, two of the flight sheds, each 120 feet long by 68 feet wide, were secured to form the basis of the new covered skating rink. The many friends of the Royal Military College were not slow in taking advantage of this opportunity nor in coming forward to assist in carrying out the idea. The Canadian National Railways, through the courtesy of Mr. D. B. Hanna, its president, and the Grand Trunk Railway System, through the courtesy of its president, Mr. Howard G. Kelley, have undertaken to free-freight the material of the sheds from Camp Mohawk to the point nearest to the Royal Military College, to Kingston. Sir Herbert S. Holt, who is deeply in everything that makes for the welfare of the Royal Military College, has generously financed the undertaking, and a contract for the removal and reerection of the flight sheds above referred to, has been let to the Kingston Construction Company, who now have the work in hand. The Minister of Militia and Defence has approved of a site within the college grounds on which the covered rink will be erected. Mr. F. L. Wanklyn, General Executive Assistant of the Canadian Pacific, who is also deeply interested in the welfare of the college, has taken charge of all the work in connection with the carrying out of the scheme. The rink, when completed, will be substantially as shown in the above illustration. The main building will be 240 feet by 68 feet wide, and the height from the underside of the roof trusses to the ice level will be 18 feet. Commodious dressing and locker rooms, 25 feet square, will be provided at one end, over which a gallery for spectators, capable of seating 300 persons, will be provided. The main sheet of ice will be 215 feet by 68 feet wide and this will, in the opinion of well known hockey experts (Messrs. "Riley" Hern and Col. Walter Maughan) make a most satisfactory hockey rink. The building will be well lighted by windows all round and with electric lights for the evenings. The outside will be neatly finished in cement roughcast and present a generally attractive appearance. The originators of this project have received many congratulations from a host of friends interested in the Royal Military College.

Seven Spies Were Shot By British Authorities During Four Years of War

IN the possession of a sergeant-major of the British Military Foot Police is a peculiarly made leather strap—or, rather, a series of straps—for which Madame Tussaud's doubtless would pay a large sum of money.

It is the strap with which German spies caught in this country and condemned to death were fastened in a special chair at the Tower of London prior to being shot. Like a wise man, the sergeant-major had the strap made to his own design and paid for it with his own money. It is to him a priceless relic of the great war.

Germany's vaunted spy system, like the overboomed German navy hardly realized expectations. There were, it is true, a great many spies in England, both before and after the war acting on behalf of the Kaiser. Most of them were neutrals, and came originally from South American states.

The British secret service resembled its manificent navy. It did its work as silently and effectively, and the necessary reticence observed as to its doings contributed very materially to the discomfiture felt by the German Government owing to the misleading information which "fell" into German hands.

As a matter of fact, the Naval Intelligence Department, under Rear Admiral Hall, acting in conjunction with the censor's department, provided false information to the Germans, an instance being the mythical Strait of Dover submarine barrage revealed by Sir Roger Keyes.

Nearly all Germany's spies in Britain attempted to forward their information by post. But thanks to the astuteness of the censor's staff it was rarely these letters, even although written in invisible ink, went undetected.

All spies were not arrested immediately they were detected. The British secret service, ever considerate, allowed them to send and receive letters and collect information, but it reserved the privilege of opening the correspondence both ways and making alterations likely to be of more use to the Allies than to Germany.

It is difficult to estimate the value of the information obtained by this method. The Hun, with his profound disrespect for British finesse, probably never will believe that Britain could be guilty of such astuteness.

It is certain that Germany obtained very little that was useful from her spies in England. From the outbreak of war the ports were two carefully watched to permit of much leakage. The wild stories of wireless telegraphy and signaling to sea had little or no substances in fact; the risks of detection were too great.

Up and down the east and southwest coast of England were, however, many "hydros," palatial hotels, built right on the sea, with large copper domes twinkling brightly for many miles out at sea. And the manager was often a German.

Eight German spies were executed in England, while many more are undergoing long terms of penal servitude. For obvious reasons the names of many never were revealed. The Imperial Government continued to communicate with them, blissfully unaware that their agents had gone to a bourne from which not even a German spy returns. The British secret service kindly acted as the spy's deputy.

The execution of these spies is naturally an unpleasant subject, but none the less interesting. After the secret trial and condemnation to death the spy was taken to the Tower, there to await the dread summons in the early hours of the morning. Taken from his cell by a party of military police, the spy was strapped to a chair in a quadrangle of the Tower. There, facing him, about ten paces distant was a firing party, usually eight men, from the battalion of guards on duty at the time.

The preliminaries were soon arranged. The spy was placed in the chair and his body and limbs were tightly strapped to it. Then his chest was bared to receive the bullets of the Englishmen whose country he had wronged.

That was his last look at the world. A handkerchief was tightly bound around his eyes by the sergeant-major of the military police. The firing party, leaning on their rifles, stood up and brought them up to the aim as the sergeant-major stood clear. A low instruction from the officer in command to aim at the heart, a sharp order, "Fire!" a burst of flame, and the crack of eight rifles had ended the career of another of Germany's tools.

Some of the spies stood their execution stoically; others again made a last despairing fight and went to their death shrieking and cursing their Maker.

Gas as Fuel.

Experiments in England with ordinary producer gas as a fuel for internal combustion engines has shown that as the size and power of the engine increase the loss on producer gas diminishes. The fact that coal gas, although of lower caloric value than gasoline, gives better results, is accounted for by the pressure of the gas in the bag, which delivers this fuel to the engine with little or no "back pull."

"Babu" English.

Punch is fond of quoting the odd English of the "babu" of India. A certain babu hospital assistant was told to make a chart of a patient's condition. He made it as follows: 8 a.m., the patient's life in low degree. 10 a.m., life in sink. 11 a.m., dit. 1 p.m., flut.

AUTHORS HANDICAPPED.

Writers In This Country Have Cause for Complaint.

At the present time Canadian authors are under a distinct handicap as compared with the authors of other nations. It is a well-known fact that to-day moving pictures and phonographs bring the writer's thought to millions who formerly depended on the printed page, yet the Copyright Act of Canada gives no protection against the reproduction of an author's work by means of moving pictures, phonograph records, or music rolls. No matter how popular a song by a Canadian may be, it can be reproduced on phonograph records, without the payment of any royalty to the author, and no Canadian author can prevent the moving picture companies from reproducing his ideas on film without any payment of royalty.

To remedy this state of affairs, the Authors' and Composers' Association of Canada, whose headquarters are in Toronto, have submitted a memorandum to the Canadian Government asking them to adopt the British Copyright Act of 1911, the provisions of which include, among other things, the payment to the owner of the copyright of 5 per cent. of the retail price of each record or roll sold. The memorandum says:

"The United States publishers are now refusing to consider a song by a Canadian writer on account of the fact that they cannot collect any mechanical royalties under their copyright act, because Canada has no such provision in her act.

"Lieut. Gitz Rice (now said to be the most popular song writer on the continent) is a Canadian and a member of the Authors' and Composers' Association. Mr. Robert Service is also a Canadian whose lyrics are being set to music, and he, too, is being very greatly handicapped by our present Copyright Act. Mr. A. E. McNutt, of St. John, N.B., who wrote "We'll Never Let the Old Flag Fall,' is a Canadian. Mr. Morris Manley, of Toronto, wrote 'Good Luck to the Boys of the Allies,' etc. Mr. Gordon V. Thompson, of Toronto, wrote 'When Your Boy Comes Back to You,' 'When You Wind Up the Watch on the Rhine,' and over a dozen other patriotic songs. Miss Irene Humble wrote 'We're From Canada.' Miss Murriel Bruce wrote 'Knitting.' Mr. Will J. White wrote 'Home Again.' All these songs have been reproduced by phonographs and player-roll companies in Canada and the United States without the payment of royalties."

Surely the authors only have to state their case to get this injustice removed. Canadian authors have enough to contend with without being subjected to such a heavy handcap as is now imposed through the fact that our present Copyright Act is out of date.

Rev. Dr. Herridge.

Rev. Dr. Herridge, for nearly thirty-six years minister of St. Andrew's Presbyterian Church, Ottawa, is a national figure. He certainly would be included among the five greatest Canadian preachers, and there are many who will consider him pre-eminent. It is impossible to measure the extent of the influence that Dr. Herridge, preaching Sabbath after Sabbath at the capital, has exerted on Canadian thought in the course of thirty-six years. He has undoubtedly proved an inspiration to many Canadian leaders — statesmen, professional men, business men and "workers." Dr. Herridge has held firm to a strong belief in the power of the pulpit and the spoken word. Into his sermons he has largely rested the interpretation of his duty as a minister of the gospel. His studied reading of the scriptures, his appreciation of the religious value of good music, his sense of "atmosphere" in relation to congregational worship have attracted a host of lovers of the beautiful. Dr. Herridge is not what is colloquially known as a "mixer," and he has ever upheld the dignity of the pulpit, the solemnity of the church, and the profound sacredness of "the message"; yet there are hundreds who have learned to love him as a man. From time to time efforts have been made to entice Dr. Herridge away from Ottawa by the offer of a much larger income than he has received there, but he has measured his work, as all all great artists do, by other than financial standards, and has remained in the pastorate to which he was inducted as a young man in 1883. With two sons and one daughter at the front, and a wife a leader in Red Cross activities at home, Dr. Herridge has been a real inspiration to Canadians during the war. Never in his whole life has he preached sermons that had so much moving vitality or such patriotic and spiritual effect.

It is a matter for general congratulation in Ottawa, therefore, that the elders and managers of St. Andrew's Church are determined to leave no stone unturned to persuade and assist Dr. Herridge to withdraw his suggestion, due to temporary indisposition, it is thought, that he should resign. The members and adherents of St. Andrew's are not alone in their desire that Dr. Herridge shall be retained in the position of influence that he has earned through the years in Ottawa and Canada.

Automobiles.

In 1914 the number of automobiles in Canada was 67,415, increasing to 189,320 in 1917. It is estimated that the number of cars in use at the close of the present year will be approximately 250,000. With an estimated population of 8,000,000 this gives a proportion of one car for every thirty-two inhabitants, as against one for every 118 inhabitants four years ago. Statistics have been compiled showing the occupations of car owners throughout the country, and from this it is apparent that about 90 per cent. of all the cars in use are owned by persons whose occupations are such that the automobile in their hands is a utility enabling them to do more and better work.

CAN SUPPLY FISH.

Newfoundland Desires Markets In Old Country.

Dr. Lloyd, Prime Minister of Newfoundland, presided at a luncheon which was given at the Russell Hotel, London, England, by the North Atlantic Fisheries Co., to inaugurate the first shipment of chilled fish from Newfoundland. The menu included salmon, caplin, turbot, haddock and cod, which had recently been brought over from Newfoundland.

The chairman said that, owing to the war, Newfoundland had been badly handicapped in regard to her fish and oil products. The Harmsworths had had two steamers carrying paper and pulp products to Great Britain, but these had been taken away for other purposes, which meant that their company had been running at a loss, which was not particularly good for the company or for Newfoundland. For four years, therefore, Newfoundland had practically been excluded from the British markets, while Norway and Iceland had received preferential treatment. They asked, for instance, that Britain would regard their products—their fishstuffs—as worthy of acceptance. At present there was a period of transition and difficulty all over the world with regard to foodstuffs and shipping, and if aid could be given by the Government to Newfoundland it was only what was due to them for the little bit they had done in the war.

Lord Morris, former Prime Minister of Newfoundland, said that the fisheries of the island were more valuable than the gold mines of Peru. It was the first time in the history of the colony that they had sent any chilled fish out of the country. If they did away with the old method of cold storage, the fisherman would be able to deal with three times the quantity without the cost of curing and salting. For years he had been advocating this method, but he had found it very difficult to get people to take up these new ideas. The fish that had been brought over for that luncheon had been brought largely owing to the efforts of Major Green, who during the war had been in charge of the department for bringing over Canadian fish for the Canadian army. Mr. Harmsworth and others present had been most sympathetic and interested in the matter.

Sir Edgar Bowring congratulated Lord Morris on what he had done to expand the fishery trade of Newfoundland. There was, he said, a very large outlook for that trade, especially now that it had been proved that fresh fish could be brought over. Newfoundland had attained a wonderful state of prosperity, and that position was likely to be maintained, judging from the tremendous quantity of fish of all sorts that abounded in her waters.

Mr. Moreton Frewen said he believed that the food problem of Great Britain could be solved by the ocean. Unless they ate much more fish and much less meat they would arrive at a parlous predicament. The Resources Commission were negotiating for the development of their fisheries, but they had come across a very strong prejudice in the case of Ireland and Scotland, who did not wish to centralize their fisheries. Never was there a greater mistake. If they only cultivated the waters and spent money with intelligence, the food supply would no longer present any problem. He believed that the consumption of fish could be increased from 1½ ounces per head per day to seven ounces, whereas the present average consumption of meat was 7½ ounces per days. If they thus brought down the quantity of meat consumed to four ounces daily, and gave the state a penny a pound for cold storage, they would get sufficient money to pay the navy estimates.

Sir William Goode promised to bring to the notice of the authorities the question of supplying chilled fish.

Largest Aircraft Owner.

The entire aircraft equipment provided by Great Britain at a cost of more than $10,000,000 for training Canadian aviators in the Dominion during the war, has been bought from the British Government by Roy U. Conger, a New York business man. One use to which the equipment would be put, it was said, was immediate development of commercial airplane routes in Canada.

The deal was closed in Toronto when Mr. Conger, a nephew of E. H. Conger, U. S. Minister to China at the time of the Boxer rebellion, handed a certified cheque to Sir Joseph Flavelle, representing the British Ministry of Munitions, and Director Morrow, of the Imperial Aircraft Board. Through the transaction, Mr. Conger becomes the greatest individual owner of airplanes and airplane equipment in the world, while it is said that only Great Britain, France, Italy and the United States own more machines.

National Flower Wanted.

Selection of a national flower for Canada will be urged upon Government and people during the coming year with great insistence, if plans approved at the convention of the Ontario Horticultural Association are carried out with anything like the enthusiasm which greeted the motions looking to plans for action in this regard.

Horticulturists do not consider that the animal emblem, the beaver, and the more recent tree emblem, the maple leaf, provide sufficient or the right sort of emblem for a country which boasts such an array of beautiful flowers. A floral emblem for Ontario is also to be sought, having regard for the pre-eminence of this province in wild flowers.

The basic requirement of each emblem to be chosen is that it must be a native wild flower. This leaves a wide field, and a lively controversy is expected.

The weight of steel in a ferro-concrete ship, 205x32x19½ feet, has been found to be about 42½ per cent. of that in a steel ship.