

Stewart Lyon Describes Life on Board Transport

Special Correspondent of the Associated Press Writes Interesting Letter--Wireless Operators Pick up News of the War-- Few Ships Sighted During the run Across the Atlantic--Fog A Protection Against Submarines.

(Special Canadian Press Correspondence by Stewart Lyon.)

On Shipboard, March 17.—Tonight we shall be in the submarine zone.

After a week at sea, playing Follow my Leader to a big cruiser, which acted as escort, the news whispered by one of the ship's officers was almost welcome. It meant danger and an increase of precaution, but it quickened the lethargic occupants of the smoking room and afforded a wide scope for conversation that had become languid and fragmentary.

The wireless operator had done his best for us. From the U. S. naval wires at Arlington on the Virginia Heights—just across the Potomac river from Washington, he had picked up the daily story of "watchful waiting" plus "reasonable precautions."

President Wilson had no admirer on board, and there was open scoffing when it was announced on the bulletin board that theoretically he favored compulsory service.

The Ypres Salient.

From the British station on the coast of Cornwall came official reports with familiar names in them that brought before the mind's eye of officers returning to the front some particular stretch of trench in "The Salient" that had become to them an ever-present nightmare. There are many salients on the western front, but for Canadians there will always be one "Salient," the deadly line around the town of Ypres.

The bulletins contained little news of the sinking of ships by German undersea boats, and opinion was divided as to whether this was out of consideration for our feelings or because the Hun was really doing badly. Among a group of naval officers who had been on duty in American waters since the war began, and had been recalled for service on the home station, there was the most cheery optimism as to the outlook. No one considered it at all possible that Germany's submarine blockade could prevent Britain from getting all the food and supplies needed to carry on the war.

Scarcity of Ships.

"The sea is very big," said a young midshipman in an endeavor to put into words the confidence he felt that the German submarine campaign would fail. The sea is very big—and very empty too at the present time. In a week of steady steaming in clear weather, we have seen but one vessel—a British tramp steamer bound westward. The smoke from another was noticed this morning, but she did not come within view. The tramp when first sighted was dead ahead but when she saw the hulls of three vessels—one of them manifestly a warship—rise on the horizon, she hauled off to the northwest.

Our watchdog promptly drew out of line and followed, signalling to the stranger as she went. At a speed that must have been well up to her record

of almost 26 knots, she overhauled the tramp, established identity, gave some good advice and was back again at the head of the procession in an amazingly short time.

To compare small things with big I have seen a shepherd's collie scamper off after an erring sheep, bring it back to the flock, return to his station at the shepherd's heel over the backs of his charges, and yawn in a bored way as if to say, "It's all in a day's work you know," much in the same fashion as the big cruiser rounded up the tramp.

The Right of Search.

A signal officer watching the incident, said he favored boarding every time. The tramp was no doubt all right, but somewhere in these waters there was probably a ship that was mothering German submarines—especially in oil—and for his part he would take nothing for granted. On the New York station where he had been for a time there was too much consideration for the feelings of the neutrals. The Admiralty had not been disposed to make more trouble than was absolutely necessary, because of American aversion to the exercise of the right to search. Now that there was a possibility of the United States coming in, Britain should do everything possible to tighten the blockade.

For another day after the tramp passed us the ship's routine remained much the same. Exercise and drill on crowded decks is not very fascinating as a spectacle for the home civilian whose point of vantage is a stateroom window, and whose ears are filled with shouts of "Hans Down! Abah! Turn! Double!" and other words of command mingled with the noise made by hundreds of men manoeuvring along a narrow strip of deck. The troops get a lot of fun out of the proceedings when the vessel rolls, and are undoubtedly in much better condition than if drill and exercise were suspended.

Longing for Fog.

Now that we are in the submarine zone, there are new elements of interest. The weather is no longer a topic of idle conjecture. For the first time in my seagoing I find sailors who are longing for fog. Fog is no friend of the submarine. The other afternoon mist came down that seemed to shut out everything beyond about half a mile. "Better than three escorts," declared a sailor, with a sweep of his arm toward the bank of mist which, relatively dense near the water, was noticeably thinner fifty feet up. The submarine is practically blind in weather of that sort. The periscope is useless in piercing the heavy mist near the surface, while if the undersea boat ventures up, its chance of being seen and hit by a watchful gunner is much greater than its chance of seeing the passing ship.

The Submarine Problem.

The sailors and ships' officers are

greatly interested in the submarine problem. Britain's merchant seamen are not financially protected as her soldiers and naval seamen are, against this added peril of the deep. If they are killed by the explosion of a torpedo or drowned as a result of the torpedoing of their ship, there is no pension for their families from the national treasury, and in rare instances only from any other source.

The owners of merchant ships do not assume responsibility for "the acts of God" or the doings of "the King's enemies." The seaman must insure himself. Even his clothes constitute an insurance risk. If he pays two shillings on his outfit the insurance company will pay him £25 when the Hun sends his ship under and leaves him on the ocean plus a lifebelt and minus his togs. It is a grievance of the merchant seamen and officers that they are forced to run extra risks in the submarine zone without any hope of compensation for their families from the State, but they face the situation without flinching, and do their best to escape the snares of the enemy.

A Fast Finish.

Today the game of follow my leader is no longer a monotonous procession in a straight line. The vessels zig-zag in all sorts of unexpected ways. At one moment the ship ahead will be some distance off on the port bow; a little later she will be as far away on

CANADA'S BIGGEST ROLE In Play of Nations is in the Future.

Forecast of Lord Shaughnessy before sailing from New York.

NEW YORK.—Lord Shaughnessy, president of the Canadian Pacific Railway, who sailed for Europe on Wednesday on the Kronland, in an interview, made the following statement before his departure:

"Though bleeding with sacrifices and bending with effort in behalf of the great Empire of which she is an integral part, Canada's biggest role in the play of nations is not now, but in the future. Bright though her record may be, it is only a glimpse of what is to come. Her greatest opportunities, although secured through a trying present, will be shown when, with the war settled, she undertakes to assume the place she has fought for.

Success will come measured by forethought. By fulfilling duties as presented to-day, Canada will be able to reap abundantly of the prosperity which the years, surely not far distant, will bring.

"Canadian history shows that what mistakes have had to be rectified have been those due to short vision, and that the deeds most criticized have been of over-enthusiasm. Between the two is the straight course of steady development. Blind faith in the country has been, to a large extent, the guiding star of the men who have built. Speculation has been a ready growth in a ground rich beyond the dreams of the most hopeful. Calm, conservative business sagacity bade the pioneers discard the thought of spanning the prairies with a transcontinental line, while bold daring built not one, but three. The success of the Canadian Pacific, the pioneer, urged others to be reckless, perhaps, but then there were those who said the construction of the Canadian Pacific was folly.

"Canada's course is the centre one, and to choose is no easy task. We do not wish to cramp our future by a narrow, limited imagination, neither do we wish to greatly over-develop and thus render the load we are now carrying too great. It is sometimes hard to realize that on the shoulders of the present the material for the future must be carried.

"Canada is an empire in itself. Its population is not a fraction of what it should be, of what it is capable of becoming, or of what it will be after the war. We are taking steps to prepare for the future, and are anticipating an immigration that should be unprecedented in Canadian history.

"When peace is declared Canada will naturally be looked upon as the promised land by many peoples of Europe. She will be in a position to choose carefully. She need take not but the best, and only by so selecting her citizenship will she build up a nation capable of performing the tasks which undoubtedly will be allotted to her.

"The war has taught Canada self-reliance as probably nothing else would have done. She has been forced to do rapidly and efficiently things which were impossible. She has expanded commercially and industrially faster than ever before, and has confidence in herself to do the things which she formerly expected others to do for her.

"In the same manner that she unhesitatingly mobilized the largest army that ever crossed the Atlantic, she has developed a sea traffic on both the Atlantic and the Pacific that is tremendous. This will be undoubtedly further developed, proving to be a powerful aid in moulding trade connections favorable to Canada after the war.

"Canada cannot go back. She is committed to expansion, but not to over-expansion. Keeping within limits justified by conditions has been hard. It is difficult in being optimistic to be not too optimistic, and here perhaps is the greatest problem.

"In the past Canada has been too eager and is now faced with the problem of over-development in certain lines.

"Politically Canada will undoubtedly take a more prominent part in the destinies of the British Empire than ever before. She will probably be asked to become one of the senior members of a firm in which before the war she was merely regarded as a junior, bright, full of promise, to be sure, but one on whom a full share of the burden should not be placed. The future is undoubtedly bright, but the advancement is fraught with problems which will require good judgment and forethought rather than good judgment in afterthought."

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Get a 25-cent bottle of Knowlton's Danderine from any drug store or toilet counter, and after the first application your hair will take on that life, lustre and luxuriance which is so beautiful. It will become wavy and fluffy, and have the appearance of abundance, an incomparable gloss and softness; but what will please you most will be after just a few weeks' use, when you will actually see a lot of fine, downy hair—new hair—growing all over the scalp.

the starboard. Speed has been materially increased. The reason for coal economy in the early part of the voyage is now apparent. Every ounce of steam is to be used in making a fast finish through the danger zone. The boats are all ready for instant use, and one has been lowered to the level of the promenade deck and lashed into position there for instructional purposes.

(Continued on page 3.)

CASTORIA

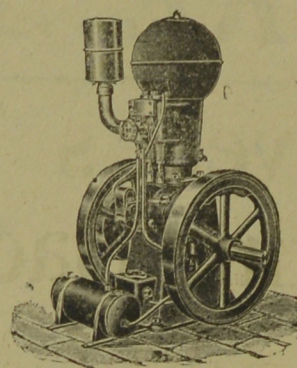
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The following recipe shows how an appetizing, wholesome cake can be made without expensive ingredients.

In many other recipes the number of eggs may be reduced one-half or more by using an additional quantity of ROYAL Baking Powder, about a teaspoon, in place of each egg omitted.

EGGLESS, MILKLESS, BUTTERLESS CAKE

1 cup brown sugar
3/4 cups water
1 cup seeded raisins
2 ounces citron
3/4 cup shortening

1 teaspoon nutmeg
1 teaspoon cinnamon
3/4 teaspoon salt
2 cups flour
5 teaspoons Royal Baking Powder

The old method (fruit cake) called for 2 eggs

DIRECTIONS—Put the first eight ingredients into saucepan and boil three minutes. When cool, add the flour and baking powder which have been sifted together; mix well. Bake in moderate oven in loaf pan (round tin with hole in center is best) for 35 or 40 minutes. Ice with white icing.

Booklet of recipes which economize in eggs and other expensive ingredients mailed free. Address Royal Baking Powder Co., 6 St. Lawrence Boulevard, Montreal.

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