FIRTH OF FORTH A FINE NAVAL HARBOR

WHERE THE SURRENDERED HUN SHIPS ARE INTERNED

Landlocked Waters Studded With Beautiful Islands Where Miles of Ships Can Lie at Anchor.

No more beautiful setting for the mighty Grand Fleet could be imagined than the great estuary of the Firth of Forth, where, under the protection of the big guns of the fortress of the "defended port" as the numerous fortified points are called, mile after mile of ships can lie at anchor. The beautiful "Links of Forth," declared to surpass in value "an earldom of the north," are romantically as well as practically the setting of the greatest naval review in all time.

The sharp outline of the Castle Rock of Edinburgh, The Pentland Hills, Arthur's Seat and the Colton hill to the south, and the great range of mountains known as the Highland Barrier beyond the Fifeshire hills to the north, surround the landlocked waters which are themselves studded with beautiful islands. To the westward of the fleet towers the huge cantilevers of the Forth Bridge, the largest cantilever bridge in the world, and to the eastward the open North Sea.

Mile after mile of ships, the might of the empire displayed, an armada, the greatest the world has ever seen, is gathered in Scottish waters. Once before Great Britain gathered together the colossal units of her navies in these northern seas, and under the same northern skies the fleet was gathered before the time of trial which is now safely and gloriously over. Then, as now, there was peace on the seven seas, and then, as now, merriment was the order of the day.

The old inn, known as the Haws Inn, of the old borough of South Queensferry, the southern end of the great Forth Bridge, is the headquarters of the fleet, officers and busy little steam pinnaces under the command of alert midshipmen, throng the old granite pier of the borough. When the Grand Fleet holds muster there is much visiting from ship to ship, and the little launches, bright with brasswork, are continually steaming about, swarming over the landlocked waters with their small size making them look like flies against the great bulk of the battleships.

A Pear-Shaped Estuary.

The Firth of Forth is a pear-shaped estuary, some eight miles long and seven at its widest part, and the defended zone commences at a line drawn from the port of Leish to the Island of Metkeith to Kinghorn, about eight miles below the Forth Bridge, which is itself a mile or so east of the naval base atRosyth.

Surrounded by hills, the basin of the Forth is studded with islets, many of them fortified, which command the deep water channels of the waterway. The tide race is swift, and the great ships are anchored with a single cable, on which they swing with the tide, heading eastward as the tide comes in, and westward as it goes out. There is good anchorage everywhere in the estuary, the waters of which are deep enough for the heaviest ships of the line.

The place par excellence for a view of the fleet is the floor of the Forth Bridge, which is some 200 feet above the sea level, and from this vantage point the entire fleet can be viewed.

By day and by night the great ships can be seen talking to each other by flag signals, bridge semaphores and mast lights, and the inter-fleet communications go on endlessly. The dei ex machina of this silent news service are the yeomen of the signals, and in spite of the wireless, this visual signalling is apparently made use of by choice.

As darkness comes on, the ordinary mast headlights commence, and the imagination of the beholder is piqued in wondering what all the silent talk is about. Part of it is intelligible without actually reading the messages One great ship starts winking, and the ship number two down the line answers. Almost immediately a boat is called away to steam from one ship to another.

The Might of Britain.

The clearing house for signals is the flag ship, which is easily recognized because of the admiral's flag. During the day endless strings of bunting are floating from her signal yards, and as a new string is flown, the answering pennant is flown by the ships to which the message is sent.

Great, ugly steel fortresses are the super dreadnaughts. There is little of beauty, but much of strength in their lines—bare of deck with the mighty cannon bidding defiance in all directions.

A little apart from the main fleet, probably just above the bridge, is a large ship, which is markedly different from the others. This ship carries the white ensign of the navy, and is manned by bluejackets, but carries in addition the red cross flag of Geneva. This is the fleet hospital, and with so many thousand sailors gathered together, with such complicated machinery as that of the modern ship, there are always patients. The personnel of the hospital ship differs from a shore hospital in that the nurses are men. The might of the Empire is never more apparent than when such a fleet is gathering for a review. The officers of the British Navy, unlike those of any other navy in the world, navigate their ships into all ports themselves, without taking on board pilots, and through the mazes of the channels of the Firth of Forth the ships wend their way.

Seamanship Required Here.

Some idea of the seamanship which is required is understood when it is remembered that a line-of-battle ship, even with reversed engines, requires a mile to stop when steaming ahead, and when coming to anchor, must steam slowly away from the anchor after it has touched bottom, for the mass of weight would snap any cable ever constructed if any sudden relaxation of tension were permitted.

On approaching territorial waters, British navigating officers board ships belonging to any other navies and bring them into port.

At night the wark waters of the whole estuary assume the appearance of a great city. The ships seem to completely fill up the water, and their many lights, unshaded again, now war is over, light up the swirling waters, while overhead the great searchlights light up the shores on either side, turning night into day for the whole grand estuary. Every islet, every beach and headland stands out in picturesque detail, one of the most beautiful sights being Bambogle Bay and Castle, and the quondam smuggler's haunts of Crammond Isle and the mouth of the Almond River. On the north side of the Forth, the Fifeshire coast with its many wooded shores, is as beautiful as the south. Donnybristh Bay Burnteisland, Aberdour and the picturesque old Kinghorn, that home of early shipbuilding, once lighted by the searchlights, each fishing hamlet and village standing out in strong relief.

A sail through the Grand Fleet by night is an experience not to be forgotten. Each of the floatingfortresses appear to be a little town in itself with music and dancing, good humor and good cheer, more so than ever now, when the order of the King flashed out in August, 1914, "Capture or destroy the enemy," has been obeyed and the enemy ships lie with their stings drawn in British waters.

Some people learn of the harmful effects of tea and coffee by reading. Others find out through experience. In either case it's a good idea to adopt

INSTANT POSTUM

A delicious drink made from the finest cereals, harmless and nourishing. Made in the cup, instantly. Saves sugar and fuel.

THE RED FLAG

Once the Emblem of Royalty and of the Church Militant.

The actual defenders of the red flag do not know or have forgotten that red was formerly the color of the church militant, and also of royalty until the epoch when Henry VI., King of England, took the title of King of France. Then red came to be considered as an inimical color in France and was replaced by white, which in its turn was given up by the English. The red flag was displayed by the Roman Catholic troops of Charles IX, and Henry III., while the flags of the Protestants were white. During the French Revolution the red flag was hoisted under peculiar circumstances. In consequence of the disorders that took place in Paris in 1789 and the reopening of the National Assembly in the capital martial law was proclaimed on October 21, which, among others, contained the following articles:

"Article II.—This declaration shall be made while displaying a red flag in the principal window of the City Hall and carrying red flags through the streets.

"Article III.—At the mere signal of the red flag all riotous assemblies, with or without arms, will become criminal and shall be dispersed by force.

"Article XII.—After calm is reestablished the municipal officers will by a decree abolish the martial law and the red flag will be withdrawn for a week and be replaced by a white flag."

Thus the red flag, after being the emblem of Roman Catholicism and royalty, became under the republic the emblem of order, destined to safeguard the life and tranquility of the citizens. Opinion changed, however, during the Second Republic. In a circular of the French Government to the prefects we read the following: "The tri-colored flag and cockade are the only national isignia around which the citizens rally; the republic does not recognize any others. The red flag is an appeal to insurrection, recalling memories of bloodshed and mourning. To hoist this emblem means to excite to disobedience of the law and acts of violence." From which follows that according to the epoch opinion changes with regard to the signification of one and the same color.

MONEY ORDERS.

Send a Dominion Express Money Order. They are payable everywhere.

On the March.

A writer calls attention to the fact that although the war was largely a war ofposition in which trenches played a leading part, marching occupied much more of the soldiers' time than combat. For that reason it was of prime importance that the soldier should be able to march well. The general public has a mistaken idea of the length of a heavy march, the tendency being to place the estimate altogether too high. A fair day's march for any army is twelve miles. Fifteen miles is a good day's march, and twenty is a forced march. Quick time for the English armies consists of about one hundred and twenty three-inch steps a minute, which gives one hundred yards a minute. From two and one half to three miles an hour is good marching, but the larger the marching force the more slowly it moves. A brigade takes six hours to march fifteen miles, but a division needs eight hours for the same distance.

Minard's Liniment Cures Garget in Cows

For Winter Days

This model features the new tucked skirt. The narrow tucks are spaced wide apart and the whole cluster gives the effect of a wide band at the bottom. McCall Pattern No. 8666, Misses' Dress. In 4 sizes, 14 to 20 years. Price, 25 cents.

Here is one of the very newest ideas in dresses. The one-sided drapery appears at the right side, and the lower edge is very narrow. McCall Pattern No. 8668. Misses' Dress. In 3 sizes, 16 to 20 years. Price, 25 cents.

These patterns may be obtained from your local McCall dealer, or from the McCall Co., 70 Bond St., Toronto, Dept. W.

NEW TRAVELLING REGULATIONS.

Persons Embarking at U.S. Seaports Must Procure Permission Before Leaving Canada.

Under an order issued by the Secretary of State, Washington, effective November 11th, 1918, all persons going from Canada to foreign destinations by way of United States seaports must procure permission for embarkation before leaving Canada.

Such permission must be arranged for either by executing declaration and procuring vise on passport before one of the American Consuls in Canada, or by making formal application before any of the United States immigration officers located in Canada upon forms furnished by the said officers.

In order to allow sufficient time for investigation, transmission of papers to Washington, etc., applications should be filed either with the Consul or the Immigration Officer at least 17 days prior to the date of proposed departure.

The State Department invites special attention of prospective travellers to the fact that unless they have obtained vise by an American Consul, the said Department must decide whether or not departure from an American port will be allowed, such decision being based upon the application submitted through the immigration officers. Passengers are accordingly warned not to proceed to the port of embarkation until they are in possession of either the Consular vise, or proper certificate from the U.S. Immigration authorities showing that permit for departure has been granted.

The foregoing applies to all persons not citizens of the United States, and it is effective regarding all destinations, including Mexico, U.S. Insular possessions, etc., but not including Bermuda.

United States citizens seeking to proceed to foreign points are required to have passports issued by the State Department, applications for same being obtainable from the various American Consuls.

Minard's Liniment Cures Colds, &c.

House plants need more water in very warm weather than when the temperature is either moderate or cold.

The Gallant Lads of Canada.

The gallant lads of Canada,
Who bravely went to war,
Have writ her name on hist'ry's page
And spread her fame afar.

For ages past the world has known
The wideness of our land,
But now she knows Canadian men
And that for Right they stand.

From farm and village forth they came,
From city great or small,
The gallant sons of Canada
Answered to Freedom's call.

'Twas said that peace had made us weak,
We'd sold our soul for gold:
To that base lie make this reply,
And make it proud and bold:

At Ypres and famed St. Julien,
At St. Eloi, at Loos,
At Passchendaele, at River Somme,
At Vimy Ridge, at Hooge,

The gallant sons of Canada
There met the brutish Hun—
Histr'y's page for many an age
Shall praise our vict'ries won.

I was cured of terrible lumbago by MINARD'S LIMIMENT.
REV. WM. BROWN.

I was cured of a bad case of earache by MINARD'S LINIMENT.
MRS. S. KAULBACK.

I was cured of sensitive lungs by MINARD'S LINIMENT.
MRS. S. MASTERS.

A roll of adhesive tape can be used for many things about the house—to bind up a cut, to fasten a dressing in place over a burn, to mend a cracked umbrella handle, to put under a torn place in the raincoat, to put in the back of children's rubbers with the names or initials thereon, and for ever so many other uses, such as mending gloves or torn places in a roller shade.

Minard's Liniment Cures Diphtheria.

"Face difficulties as they arise; don't make a sum of them and say they are intolerable."—E. F. Benson.

Nothing short of an iron plow, held by an expert, will do as good work in old alfalfa sod as will a fairly heavy gang plow, tractor-drawn.

Rheumatic Pains

Are relieved in a few days by taking 30 drops of Mother Seigel's Syrup after meals and on retiring. It dissolves the lime and acid accumulation in the muscles and joints so these deposits can be expelled, thus relieving pain and soreness. Seigel's Syrup, also known as "Extract of Roots," contains no dope nor other strong drugs to kill or mask the pain of rheumatism or lumbago, it removes the cause. 50c. a bottle at druggists.

WHEN NEURALGIA ATTACKS NERVES

Sloan's Liniment scatters the congestion and relieves pain

A little, applied *without rubbing*, will *penetrate* immediately and rest and soothe the nerves.

Sloan's Liniment is very effective in allaying external pains, strains, bruises, aches, stiff joints, sore muscles, lumbago, neuritis, sciatica, rheumatic twinges.

Keep a big bottle always on hand for family use. Made in Canada. Druggists everywhere.

Sloan's Liniment Kills Pain

30c., 60c., $1.20.

Telephoning to Moving Trains.

A successful test of telephone communication between a train dispatcher's office and a moving train has been made by the Canadian Government. The device embodies features that are said to make it usable in a practical way. The track is used as a conductor, and the electrical current reaches the moving train through its wheels. The test was made between Moncton and Humphrey's Station, New Brunswick, on the Intercolonial Railway.

Minard's Liniment Cures Distemper.

"Economy, the poor man's mint."—Tupper.

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WEEKLY NEWSPAPER FOR SALE in New Ontario. Owner going to France. Will sell $2,000. Worth double that amount Apply J. H. c/o Wilson Publishing Co., Limited, Toronto

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