

TO CURB "U" BOATS

"Sea Jitneys" Suggested for Attack on German Bases.

Canadian Naval Airplane, Fighter, Home to Recover From Shipwreck, Wounded Expresses an Opinion.

Theorizing about war conditions has grown quite a tradition, no doubt, to the people who read newspapers as it has to most of the people who write for them. Yet, now and then, you meet a man who theorizes from the facts of experience and knowledge and who points something out that gives food for thought. Such a case, it seemed to several of us, when a quiet little chap, son of a Canadian millionaire, told us his view of the war in its present stage, a New York correspondent of the Cincinnati Times-Star writes. His brother was killed at the Marne and he himself is home to recover from shrapnel wounds received when he was flying a naval airplane some thousands of feet above a town on the Belgian coast.

"The outstanding fact, just now," he said, "is that the German U-boats are doing pretty nearly as much as they were expected to do and that we have no effective defense against them. The Germans are almost justified in believing that they are on the way toward starving England into submission. If we don't find a new and successful way to combat the U-boats the situation in England will soon be very critical. Of course, I fancy a way will be found. But it must be something entirely new in warfare. For my part, I am convinced that success can be obtained only by the apparently desperate undertaking of assaults by sea upon the U-boat bases. I say 'apparently desperate.' By any known or tried method such assaults would be simply useless and suicidal.

"The German harbors are mined, netted from end to end and fortified with tremendous shore batteries of heavy and aircraft guns. How can the bases be attacked? Well, of course, that will be settled by some one else than I, but I have heard a theoretical plan of attack proposed by one of our naval men which made a great impression on me. He said we must build thousands of small submarines—something like the 'sea jitneys' which manufacturers have talked about—and go into the German harbors with swarms of them, at the risk of losing ninety-nine out of every hundred boats and crew. Barrage fire and bombing have been the new and successful things in land fighting.

"This officer's proposal is for something like an undersea duplication of this plan of attack. Most of the little boats would be lost, no doubt, but most of them would succeed in doing material damage with one or two torpedoes. Nets would be blown away, mines exploded, guard ships sunk and such other disorganization of the harbor defenses accomplished as to give the big ships a chance to complete the work. Yes, it's true that a man would hardly need to be sorry about his return trip if he went in on one of these little boats. It would be work for volunteers. But the volunteers would be plentiful enough. That I am sure of.

"If such attacks promised to win the fight against the U-boats, men would be willing to go. It would be enough for them to know that they were striking the sea murderers at their home, and that some of them might possibly get back."

German Schooling.

German schooling has proved antagonistic to co-operation, although demanding unity of action through mass obedience. It has failed to foster real co-operation, for co-operation is a method by which persons of their own volition and by no compulsion may work together harmoniously, writes Winthrop Talbot in the Century Magazine. Only when training and schooling are the common privilege of all is that state of civic development possible which permits society to become co-operative in its action. In other words, a socialized society becomes more and more possible only as all individual members acquire each the widest vision, and thus the power to co-operate harmoniously.

The Crow.

I have seen no bird walk the ground with just the same air the crow does. It is not exactly pride, there is no strut or swagger in it, though perhaps just a little condescension; it is the contented and self-possessed gait of a lord over his domain. All these scenes are mine, he says, and all these crops; men plow and sow for me, and I stay here or go there, and find life sweet and good wherever I am. The hawk looks awkward and out of place on the ground; the game birds hurry and scurry, but the crow is at home and trends the earth as if there were none to molest or make him afraid.—John Burroughs.

CANADA REGISTRATION BOARD

1918

CARD FOR MALES

1. Name in full (surname first) _____

2. Address (permanent) _____

3. Date of Birth _____

4. British subject? By birth? By Naturalization? If naturalized, which year? _____

5. Single (S), Married (M), Widower (W), or divorced (D)? _____

6. Physical disabilities, if any? _____

7. How many children under 16 years? _____

8. If registered under Military Service Act, what is your serial number? _____

9. Present occupation (if any)? _____ Length of experience in _____

10. (a) What is your regular occupation? _____ (b) _____ (c) _____

11. If an employee, state employer's name _____ Nature of business _____

12. Do your circumstances permit you to serve in the present national crisis, by changing your present occupation to some other for which you are qualified, if the conditions offered be satisfactory? (a) Where you can return home daily? (b) Away from home? _____

13. (a) Were you brought up on a farm? Until what age? (b) Have you worked on a farm? How long? _____

(c) Are you retired farmer? (d) Can you handle horses? Drive tractors? Use farm machinery? _____

(e) Are you willing to do farm work? Where? During what periods? _____

I affirm that I have verified the above answers and that they are true

Signature of Registrant _____

Procedure of Registration

On June 22nd every person residing in Canada, male or female, British or alien, of sixteen years or over, must attend one of the registration booths located in his or her district, and there observe the procedure explained below.

Where to Register

Every person required to register has the privilege of registering at any of the public places provided for that purpose. The location of all such places will be specified in proclamations posted conspicuously.

The card shown in the illustration is a facsimile of the registration card for males. An advertisement showing the card for females appears in another paper.

Study the questions carefully so that you will be able to answer them promptly when registering. If you have any special qualification, or feel that your services would be more beneficial to the country in some other line of work, say so.

While all are compelled to register on Registration Day, it is not contemplated by the Government to force the sick, feeble and aged to turn out. If such persons will notify the Registrar prior to June 22nd of their inability to attend at a place of registration, an effort will be made to register them at home, provided the request is reasonable and justified.

Remember the Day—June 22nd—Remember the Hours—7 a.m. to 10 p.m. Register early and get your Certificate for your own protection.

Issued by authority of Canada Registration Board

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For information, literature, tickets and reservations, apply to D. J. MATTHEW, District, Georgetown, or write General Passenger Department, 68 King Street East, Toronto.

CANADIAN NORTHERN

G.T.R. Time Table

GOING EAST

Mail	8.48 a.m.
Passenger	11.00 a.m.
Passenger	8.45 p.m.
Mail	8.38 p.m.
Passenger	8.30 p.m.

GOING WEST

Mail	7.57 a.m.
Mail	10.05 a.m.
Passenger	2.01 p.m.
Passenger	7.50 p.m.
Mail	7.57 p.m.

GOING NORTH

Mail	7.57 a.m.
Mail	5.80 p.m.

GOING SOUTH

Mail	10.05 a.m.
Mail	7.40 p.m.

Toronto Suburban Railway

DAILY TIME-TABLE

	a.m.	p.m.	p.m.
Going East	8.10	2.24	6.40
Going West	8.55	8.10	7.47

SUNDAY TIME-TABLE

	a.m.	p.m.	p.m.
Going East	10.21	12.20	8.45
Going West	10.40		6.10

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Georgetown
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Will make the season of 1918 as follows:

Tuesday—Will leave his own stable, lot 18, Centre Road, and proceed to Georgetown for night and until Wednesday noon.

Wednesday night—Franklin's farm Hornby.

Thursday—His own stable.

Friday night—Doyle's hotel, Claireville.

Saturday—Queen's Hotel, Brampton, for noon, and remain until 6 o'clock, thence to his own stable for night and until the following Tuesday.

The above route will be continued throughout the season, health and weather permitting.

JAMES TILT, Owner.