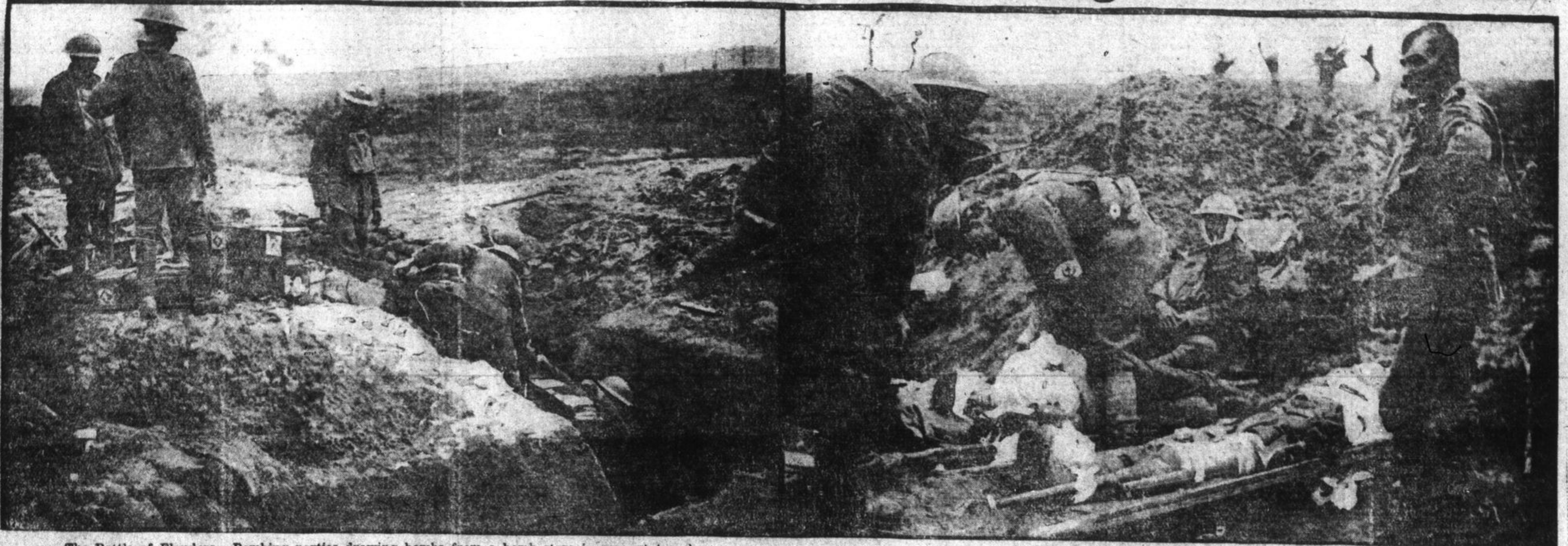


Arrival Of American Troops --- Fixing Mortar Fuses



The Battle of Flanders.—Bombing parties drawing bombs from a bomb store in support trenches.
—Photo by courtesy of C. P. R.

The Battle of Flanders.—Dressing a Guards officer.
—Photo by courtesy of C. P. R.



Making new dug-outs on newly captured ground.
—Photo by courtesy of C. P. R.



German prisoners taken in the new push being examined, near Messines.
—Photo by courtesy of C. P. R.



The British fixing fuses on Stokes mortars.
—Photo by courtesy of C. P. R.

How Canada Is Helping the Allies

Hauling The Grain In Alberta

IT was the great Napoleon who declared that an army marches on its stomach, and nobody knew more about war than he did. The food supply of the nations now fighting is as important as the matter of guns and ammunition. Canada is playing a doubly important part in the present conflict; she is supplying a vast army of men and a huge supply of food and ammunition.

The freight traffic on the railroads of Western Canada has reached immense dimensions. The task of hauling the wheat is now in full progress, and much of this will find its way to feed the allied legions. Over three hundred and fifty cars carrying approximately 500,000 bushels of grain are leaving Alberta over the Canadian Pacific daily, according to a recent statement by one of the officials. Freight facilities throughout the entire province are in excellent condition this year to handle the shipments and no difficulty, whatever, should be experienced in the removal of the grain being threshed, and yet to be threshed, in the province.

Large shipments are being made from the southern part of Alberta each day, and the district between Calgary and Swift Current has furnished a good proportion of the cereals for eastern markets. Practically all of the grain has gone east with the exception of the trial shipment sent to the Pacific coast to try out the Panama canal route. That there need be no fear of a car shortage on the C.P.R. lines is the confirmed opinion of the official who discussed the subject. He said that at the present time neither the main line nor any of the branches felt the pull occasioned by the demand for cars to be used for the crop removal.

INCREASE GRADUAL

Since Sept. 1st, the increase in shipments has been gradual, 350 cars a day was the estimate only for the early part of October. This is increasing more rapidly now that the farmers are finding their way to the different shipping points on the completion of threshing. It is the belief of the official that after the fall plowing is tied up the grain hauling will commence in earnest and the demand for freight cars will increase greater than the gradual rise, which has been noticeable in the past fortnight.

The estimate of 500,000 bushels is for the Alberta district of the C.P.R., which takes in the whole province and east of Swift Current. The threshing in the south is earlier than in the other parts of the province, and a supply of cars is held in readiness to place at the disposal of the farmers and elevators at the different towns along the main and branch lines.

The car shortage which has been threatened in former years will not be experienced this fall and winter, according to the reassuring statements of the C.P.R. official. The yield of the different districts of Alberta has been carefully estimated and it is known to a fair degree of accuracy just what grain will have to be handled. Cars will be available to remove the crops in all districts where the C.P.R. runs and hundreds of orders for reservations are being dealt with each day.

With the price fixed the farmers are assured of a safe future for their grain, and wild-cattling to catch high markets or holding off for better quotations will avail them nothing this year.

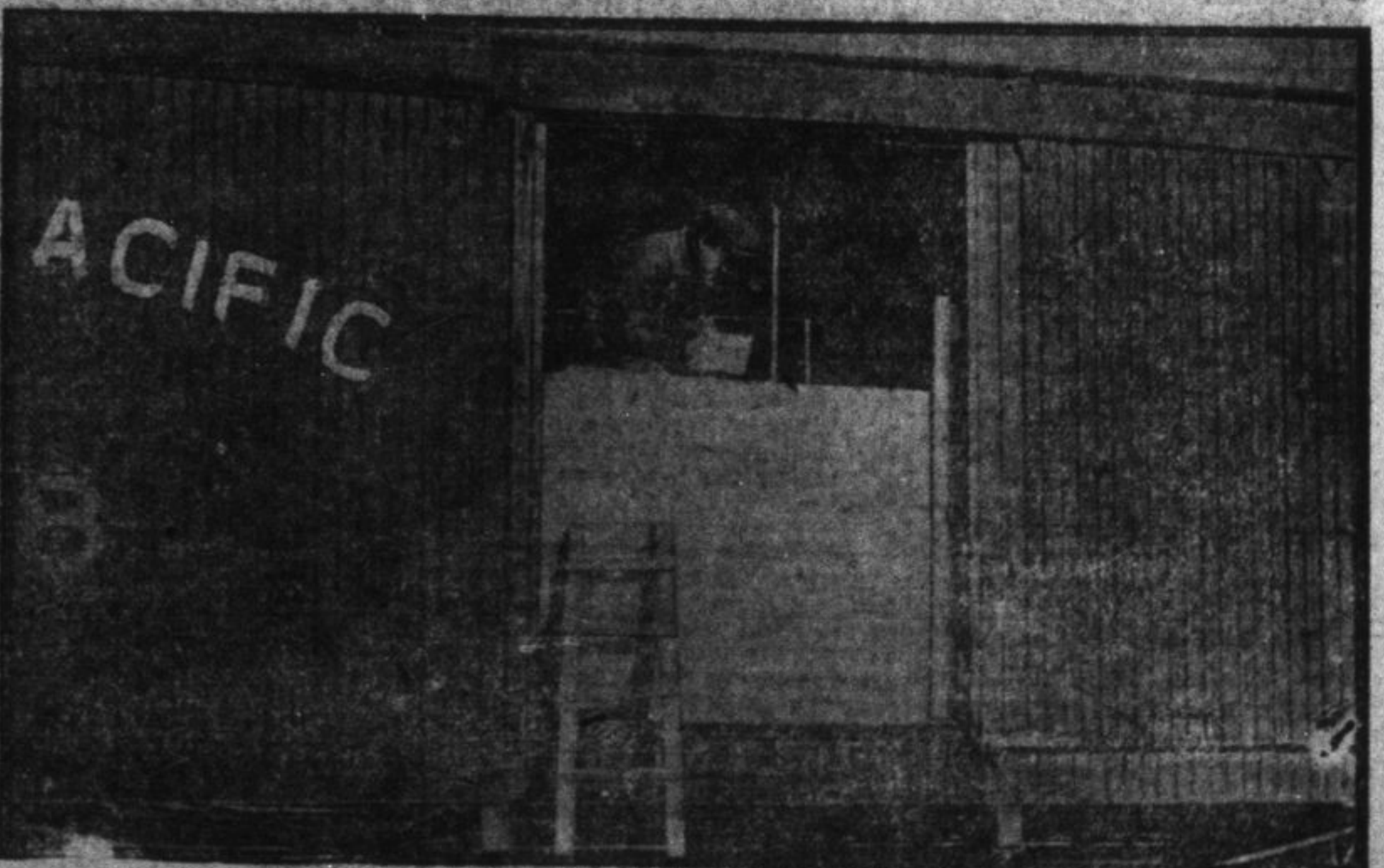
It is estimated that a freight car will contain 1,250 bushels and figuring on an average of 350 cars a day, which has been the number engaged during a particular week, the removal of grain has been 425,000 bushels each day. Figuring for that week, there have been 2,975,000 bushels shipped east from Alberta.



On the British Western Front.—Gen. Perishing's arrival.
—Photo by courtesy of C. P. R.



How Canada is helping the Allies.—Farmer's wagon of grain on the loading platform.



Sampling the quality of grain in the car.