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SECOND SECTION

TREE IS NOW VALUABLE

SILVER SPRUCE WAS NEGLECTED FOR A LONG TIME.

It Was Discovered to Be the Best Tree for Airplanes and the Demand of This Resident of British Columbia Forests Has Boomed Lumber Industry in That Province.

TODAY the silver spruce tree is king. Growing upon the Pacific slope in Washington, Oregon and Alaska and, best of all, upon the islands and the mainland of British Columbia, this tree, long a humble and obscure resident of the western forests, is now the most valued of woods.

Mahogany, teak and ebony, all these rich and proud timbers of other times, step back, give place and do their best to the giant conifer, for airplane builders have found this tree the one and only from which can be produced lumber which best answers the most exacting demands of the man-made bird-machines.

All in a few short months the silver spruce has leaped into the limelight. In former years under the various names of Sitka, Tidewater and Sitka spruce this tree, which scientists speak of as *Picea sitchensis*, brought \$15 per thousand feet board measure. In 1915 from British Columbia \$12,000,000 worth of it was logged.

It has long been in favor with box-makers, particularly for those intended for fruit carrying, as the wood is light, odorless, resinless and tasteless. It was also largely used for cooerage work and in the making of huge doors for freight sheds, docks and garages, where lightness of weight and strength of frame combined were a necessity. Under the name of silver spruce it was used much in buildings for framing, sheathing, joints, subflooring and shelving. But now through the war all this is changed, and it has probably forever passed out of this class and for the present is the most desired timber on the face of the earth.

Upon the number, strength, speed and lasting qualities of airplanes may victory ultimately depend. But in spite of the tremendous strides made in improving flying machines since the war began the superiority of the silver spruce over all others for airplane construction has been a very recent discovery. And when the immense importance of securing a large quantity of well-graded quick-acting timber was taken, the British authorities made known their requirements and expert lumbermen began scouring the Pacific coast.

Hundreds of wood veterans took their little blanket rolls and went on long cruising trips throughout the northern wilderness of British Columbia. And following their reports thousands of loggers, donkey engines by the hundreds and all the paraphernalia used in the highly expert work of steam logging were rushed on to the ground.

For four months now two special trains weekly have gone from the northern part of Prince Rupert loaded with airplane timber to the factories of Eastern Canada. And in February of this year the working forces were augmented by several thousand men and more donkey engines, and the Imperial Munitions Board, which is calling for 150,000,000 feet, has established a headquarters staff at Vancouver to look after the aeronautical contracts now under way.

The silver spruce, now new named airplane spruce, is found also in Washington, Oregon and Alaska, but the finest of all grows on the Queen Charlotte Islands and the northern mainland of British Columbia, the only place in Canada where it grows. Here the world's greatest supply of this timber is located. The demand for 150,000,000 feet may be in a little while appreciated when it is made known that only 125 board feet are used in the average airplane.

The tree grows to one hundred and fifty feet in height on the average, and is forty-eight inches in diameter, though large numbers grow ten and fifteen feet in diameter with a height of two hundred feet. What makes the tree so valuable is that it grows so straight with hardly any tapering. Thus from the lumber can be made the long wing beams and other parts of the airplane, which requires straight, strong timber from sixteen to thirty-five feet in length. The silver spruce is the only tree that consistently fills this demand. Added to this it is extraordinarily even in the grain and long in the fibre, exceptionally clear, tough and strong for its weight of twenty-five pounds to the cubic foot. It does not warp or split and is nonseasoning. There is also no difference between the sap and the heartwood; it is white in color and despite its toughness is easily worked.

Formerly the timber brought about \$15 per thousand feet board measure. Today it is worth fifty times that amount, or at least by the time the finished product soars in the air as part of a war machine it has cost more than a dollar a foot to manufacture. The munition board pays \$125 per thousand. But this is only the beginning. Much of the log is useless. The sideboards are not shipped. In all only 20 per cent of the entire trunk on the average is finally made up.

DUMMY BATTLESHIPS.

Suicide Fleet of Imitation Dreadnoughts Fooled the Germans.

The sinking of two wooden "dreadnoughts" by German U-boats, some days ago, to form a breakwater, brings up more evidence of what disposition is being made of the dummy fleet of fourteen battleships with which Great Britain fooled Germany for some fifteen months during the earlier part of the war.

This Titanic war fleet, which was recently exposed by Lieut. Henry C. Foster, with the consent of the British Admiralty, completely deceived not only the Germans, but the British people themselves. No one in England was able to explain how the Germans could claim to have sunk the Agamemnon at the Dardanelles, when the Admiralty had admitted officially, the sinking of only the Goliath and "some supply ships."

Germany rejoiced over this supposed sinking of the Agamemnon, but they must have wondered why the turrets and "guns" of the wooden dreadnought floated, for days, to the Dardanelles.

Lieut. Foster states that the dummy battleships were converted from old third-class passenger ships of the Canadian Pacific Steamship Co., which were enrolled in the British navy.

In an Irish port, says Lieut. Foster, the dummy battleships were painted in exactly the same hue as the vessels of which they were counterfeits. Canvas was stretched over the decks and painted grey, and the upper decks and equipment finished in every detail to resemble the grand fleet ships so that any foreign U-boat—or any British one, for that matter—flying overhead, would never suspect he was looking down upon any other than a member of the grand fleet.

Turrets and guns were all made of wood, with a careful exactitude in their outer color and finish. There was nothing real about the ships, as far as war purposes were concerned, except the brass trimmings, which were kept shining, as on a battleship, and some lifeboats, in which the crew were required to drill. The ships had neither speed nor defences. Not one carried a real gun.—Popular Science Monthly.

Captured Many Germans. How Sergt. William Grimbaldeston of the King's Own Scottish Borderers, though armed only with one bomb, captured thirty-six Germans with six machine guns and a trench mortar, and thereby won the Victoria Cross, is thus told in an official narrative.

"During the course of an attack, Sergt. Grimbaldeston ordered that the advance of the Battalion, on his left was being checked by heavy machine-gun fire from a large block-house. He at once collected four rifle-granadiers, and instructed them to open as rapid a fire as possible on the block-house, thus sending one of our trench mortar batteries, which was also concentrating on the same target.

"The ground between this and the block-house was open and he boldly made his way across it by a series of rushes, followed closely by his small band of riflemen.

"Under a hail of bullets from the enemy machine guns, and armed with only one hand grenade, he worked his way round to the entrance at the rear of the block-house. With this solitary weapon he methodically appeared in the midst of the enemy, and persuaded each gun team in turn to lay down its arms.

"So it happened that thirty-six Germans, with their six machine guns and a trench mortar, surrendered to one British soldier and a bomb. By his bravery and initiative he was thus responsible for the capture of this stronghold with its defences, and at the same time prevented what threatened to become a critical situation.

Dover Straits Hide Secrets

At the beginning of last century, when the name of Napoleon was on the lips of auras to frighten naughty children, Nelson was given command of the "Squadron on a Particular Service," which was the way in which the Admiralty concealed the fact that this officer was charged with the defence of England against invasion, his station the Downs. Napoleon's preparations were the terror of England.

In these days there is a tendency to underestimate the importance of this station, and to ignore the difficulties with which the Dover Patrol has to contend. In the last century we never obtained absolute command of the Channel; swift enemy ships were always active, in spite of the measures which our seamen concerted with fine resource and courage. The steam-engine had not made its appearance to assist an enemy's raiding policy; Fulton's dream of the submarine was nothing more than a dream; and the mine, as we know it to-day, had not been developed as a constant menace to the forces charged with keeping open the sea communications of an island power, there were no aircraft to enable the enemy to overtake our operations.

Every condition has since changed, except one. The enemy does not possess the French coast; but he has well-defended Belgian ports as bases of operations. And for the rest, consider the position. On the one hand, the Germans are able to use destroyers with a speed of over thirty knots; automobile motor-boats, with high explosive charges, operated from the shore; well-armed submarines; and other submarines, carrying mines, which move stealthily below the surface and drop their devil's eggs in the pathway of British merchant and passenger ships. Before the Germans had established themselves on the Belgian coast this country had given hostages to fortune by despatching troops to France. Thousands of officers and men pass to and fro, and vast quantities of supplies are sent from England every twenty-four hours. In addition the Dover Patrol has to shepherd a great volume of merchant shipping passing up and down the English Channel.

Britain offers to the enemy large and vital targets; and he has the advantage of initiative, speed, and surprise. It is never known when destroyers or submarines will be sent forth, nor what their exact objectives will be; and all the time the Dover Patrol has to be at sea fighting the elements and protecting the barrage which, as the Germans know, reinforces the activities of our small craft.

If an incident occur, such as the recent raid on the drifters hunting for a submarine, the whole world learns of it within a few hours. Nothing is known of the other side of the ledger. When Nelson was holding his station in the Downs he wrote of the "great preparations of Ostend." Augereau, afterwards the Marshal of France, being in command of that part of the army, "hope," Nelson added, "to let us feel the bottom of the Goodwin Sands." In these days we should have a very different appreciation of the work of the Dover Patrol if we could see the bottom of the Straits of Dover. This channel, with a width of a little over twenty miles, has become the gateway of civilization. The snow has been endeavoring to break through it for over three-and-a-half years—to surprise our watch and ward.

If some instrument could be invented to enable us to look through the water to the bed of the Channel between the English coast and the opposite shore, we should obtain a better-balanced picture of the events in this theatre of war since the opening of the struggle. We have knowledge of all the enemy's successes and partial successes; but the swift-running waters conceal from view the wrecked material and lifeless bodies which tell the story of his failures. One of the most tantalizing features of the present situation at sea is that so much is necessarily hidden from view owing to the advent of the submarine and the mine, and the character of the offensive and defensive measures which our navy has developed. If the barrage in the Straits could talk, and if every depth charge which is dropped could signal back to the surface the injury inflicted on the foe, less importance would be attached to occasional raids. But, in the absence of such evidence, the proof of the success with which the Dover Straits are guarded is to be found in the millions of men holding the line in France and Belgium, supplied from day to day with all they require—big guns and small, munitions in countless variety, food, clothing, and all the hundred-and-one things which offer some compensation for the discomfort of life in the trenches.

Britain Needs 172,000 Homes. Sir Richard Robinson, formerly chairman of the London (England) County Council, speaking on housing at a meeting of the Property-Owners' Association in the Mansion House, estimated that at least 172,000 additional houses would be wanted immediately after the war. He was against applying that need by Government or municipal enterprise until it is shown that private enterprise is not equal to the demand.

Crime Shows Increase. Crime in England is now showing an upward tendency, after a remarkable and continued fall since the beginning of the war. The annual report of the British Constabulary attributes this to restriction of street lighting and shortage of police. In Brazil, There are more than 6,000,000 Africans among the 17,000,000 people in Brazil, and many of them the crudest type of negro on the American hemisphere.

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How Your Neighbor Ends Her Corns

Have you noted how uncommon corns are nowadays? That pained look—that slipped-off shoe—are not very often seen. The reason lies in Blue-jay, which millions have adopted. An easy, gentle, scientific way to forever end a corn. Those corn-free folks don't pay corns. They don't merely pad them. They don't use old-time treatments, harsh and messy. When a corn appears they wrap it with a Blue-jay, then forget it. It never pains again. In two days, usually, the corn disappears. Only rare, tough corns need a second application. The way is simple, easy, quick. It is right and scientific. A noted chemist evolved it. And it is made by a world-famed surgical dressing house. Don't keep paring and protecting corns. They are deformities—remove them. Learn how Blue-jay does it. It will be a revelation. After that test you will never again let a corn annoy you. Make the test tonight.

Advertisement for Blue-jay For Corns, showing the product and a small illustration of a foot.

Advertisement for Pumps and Oxfords, featuring various styles of shoes and the Sawyer Shoe Store.

Large advertisement for Polarine Friction Reducing Motor Oil, featuring the brand name in a stylized font and detailed text about its benefits for car engines.