

ROLL OF HONOR

Men From Watford and Vicinity Serving The Empire

27TH REGT.—1ST BATTALION
Thos. L. Swift, reported missing, since June 15, 1915, Rich. H. Stapleford, Bury C. Binks, L. Gunn Newell, killed in action, Arthur Owens, F. C. N. Newell, T. Ward, Sid Welsh, Alf Woodward, killed in action, M. Cunningham, M. Blondel, W. Blun, R. W. Bailey, A. L. Johnston, R. A. Johnston, G. Mathews, C. Manning, W. G. Nichol, F. Phelps, H. F. Small, E. W. Smith, C. Toop, C. Ward, J. Ward, killed in action, F. Wakelin, D. C. M., killed in action, T. Wakelin, wounded—missing, H. Whittitt, B. Hardy.

PRINCESS PATRICIA'S C.L.I.
Gerald H. Brown

18TH BATTALION
C. W. Barnes, Geo. Ferris, Edmund Watson, G. Shanks, J. Burns, F. Burns, C. Blunt, Wm. Autterson, S. P. Shanks, Pte. Walter Woolvett.

2ND DIVISIONAL CAVALRY
Lorne Lucas, Frank Yerks, Chas. Potter.

33RD BATTALION
Percy Mitchell, died from wounds Oct. 14th, 1916; Lloyd Howden, Geo. Fountain, killed in action Sept. 16, 1916, Gordon H. Patterson, died in Victoria Hospital, London.

34TH BATTALION
E. C. Crohn, S. Newell, Stanley Rogers, Macklin Hagle, missing since Oct. 8, 1916; Henry Holmes, killed in action Sept. 27, 1916, Wm. Manning, Leonard Lees, C. Jamieson.

29TH BATTERY
Wm. Mitchell, John Howard.

70TH BATTALION
Ernest Lawrence, Alfred Emmerson, C. H. Loveday, A. Banks, S. R. Whalton, killed in action Oct. 1916, Thos. Meyers, Jos. M. Wardman, Vern Brown, Sid Brown, killed in action Sept. 15, 1916, Alf. Bullough, C. F. A., Corp. V. W. Willoughby.

28TH BATTALION
Thomas Lamb, killed in action.

MOUNTED RIFLES
Fred A. Taylor

PIONEERS
Wm. Maenally, W. F. Goodman.

ENGINEERS
J. Tomlin

ARMY MEDICAL CORPS
T. A. Brandon, M. D., Capt. W. J. McKenzie, M. D., Norman McKenzie, Jerold W. Snell, Allen W. Edwards, Wm. McCausland.

135TH BATTALION
N. McLachlan, killed in action July 6th, 1917.

3RD RESERVE BATTERY, C.F.A.
Alfred Levi

116TH BATTALION
Clayton O. Fuller, killed in action April 18th, 1917.

196TH BATT.
R. R. Annett.

70TH BATTERY
R. H. Trenouth, killed in action on May 8th, 1917; Murray M. Forster.

142ND BATTALION
Austin Potter.

GUNNER
Russ. G. Clark.

R. N. C. V. R.
John J. Brown

ARMY DENTAL CORPS
Elgin D. Hicks, H. D. Taylor.

ARMY SERVICE CORPS
Frank Elliot, R. H. Acton, Arthur McKercher.

98TH BATTALION
Roy E. Acton.

64TH BATTERY
C. F. Luckham.

65TH BATTERY
Walter A. Restorick.

ROYAL FLYING CORPS
Lieut. M. R. James.

If the name of your soldier boy does not appear in this column, kindly notify us and it will be placed there.

GRAND TRUNK RAILWAY SYSTEM

TIME TABLE
Trains leave Watford Station as follows:

GOING WEST
Accommodation, 75..... 8 44 a.m.
Chicago Express, 13..... 12 31 a.m.
Accommodation, 83..... 6 44 p.m.

GOING EAST
Accommodation, 80..... 7 48 a.m.
New York Express, 6..... 11 16 a.m.
New York Express, 2..... 2 52 p.m.
C. Vail, Agent, Watford

Help the Soldiers!

Send your soldier friend a box of Zam-Buk, which for its great healing power and compactness is called "A surgery in a two-inch box." It is indispensable in France for bad feet, poisoned wounds, frost bite, cold cracks, chapped hands, chilblains and sores of all kinds.

Pte E. Westfield, of "C" Company, 3rd Worcester Regiment, writes home: "I wish we could get more Zam-Buk out here instead of so much tobacco. We need Zam-Buk badly and nothing can take its place."

Be sure to include at least one box of Zam-Buk in your next parcel. All dealers or Zam-Buk Co., Toronto, 50c. box, 3 for \$1.25.



GAY HUES PREVAIL

Some Petticoats Match Trimming of the Millinery or Gown.

Many Women Refuse to Discard Garment Despite Coming of Narrow Skirt into Fashion Again.

Petticoats are said to be going out of fashion because narrow skirts are coming into fashion again. Nevertheless, there are many women who will never be prevailed upon, style or no style, to discard the most feminine garment of the wardrobe.

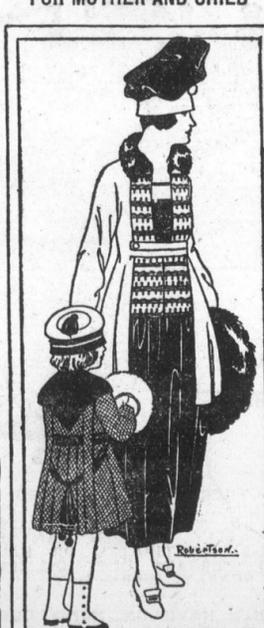
For them have been provided many charming models of soft silks and of chiffon taffetas. These materials do not add any perceptible bulk to the silhouette, while they give just enough backing or foundation to the dress to preserve the original lines.

The black petticoat is a rarity. One no longer considers the extremely practical phase of dress, but regards it more or less of a duty to wear cheerful clothes. If purple and scarlet, green and yellow are too pronounced for outer habiliments, then they may be merely glimpsed beneath the tailored skirt or the trottier of serge or satin.

It is a pretty idea to have the petticoat match the trimming of the millinery or of the gown, if the latter shows garniture of a contrasting color.

Some women have the petticoat of a color corresponding with the hosiery; but if the former is very gay, it is questionable taste to extend its jubilant note to the ankles and thereby practically destroy the charming effect of the color suggestion in the undergarment.

FOR MOTHER AND CHILD



The mother's frock consists of a fascinating coat of gray cloth, with a waistcoat embroidered in black, silver and cherry red soutache, and a small skunk collar. It is worn over a frock of black satin and gray chiffon. The little girl's coat is made of black-and-white checked cheviot, with collar and sash of bright green jersey cloth finished with wool balls.

A CAPTURED ZEPPELIN

Came Down With Its Nose in a Brook and Its Stern in a Pine Grove.

I personally inspected the German zeppelin brought down near Bourne-Barns in the Vosges, writes Henri Barin, inside and outside and underneath its entire length, from the stern to the forward section. The landing having been made in a mountainous country, the airship had pitched down and lay at an angle of 20 degrees, with its nose buried in a stream. The stern was resting amid a clump of pines. Walking underneath the ship it was possible to see nearly its full length.

The total length of the zeppelin is 600 feet, with a diameter of ninety feet. It has an aluminum frame, with longitudinal and horizontal ribs, and is covered with stout, interlaced cord. Over this is the outside cover of linen, painted black. The shape is that of an exaggerated fat cigar. Two silk balloons fill the interior, holding the hydrogen gas which gives the lifting power. Slatted runways, nine inches wide, with pine guide-rails, extend the length of the airship. There are sleeping quarters, an electric kitchen, telephones, and an elaborate system of electric push buttons. The five great steel engines have twelve cylinders of vertical type. The propellers are of wood. One is suspended forward next to the chart room and the commander's quarters. Two are placed amidship, one on the starboard and the other on the port side. Two more are at the stern. Access to the body of the dirigible is obtained by means of fixed ladders.

The equipment included Arctic clothing, an oxygen manufacturing apparatus for use in high altitudes, condensed foods, medicinal supplies and charts elaborately squared, showing France, England, Holland, Switzerland, and Germany.

A bomb-dropping apparatus is located directly amidships. The bombs are suspended over a trap-door, which opens electrically, releasing the bombs. There is space for twelve bombs, but all had been dropped. An electric fire extinguishing apparatus is also included in the equipment. In fact, there is every appliance for facilitating murder from the air.

Just before being brought to earth the commander emptied the contents of an automatic revolver into the forward engine in a vain effort to wreck it. Six unused incendiary bombs were found in the commander's quarters. Barring, some tears and rips to the envelope, and the buckling of the stern, where it rested amid the pines, the airship was absolutely undamaged.

This is the most complete capture that has been made in the war or is likely to be made.

An airship like this captured one could readily be constructed from this model. The zeppelin had painted forward and also on the stern "L-49" in red letters, with the German white cross on the sides amidships. I encircled the airship completely after I had been through the interior. The spectacle was magnificent, amid the autumn tints of the foliage and the blue-clouded sky.

German newspapers found in the forward gondola of the zeppelin L-49 indicate that the captured monster may have made the longest airship flight in history. A copy of the Reichsenbachen Tabeblatt, published in Reichsenbachen, Saxony, on Thursday, October 18, was found. Since the zeppelins reached London late Friday night, it seems possible that the airship started either from Reichsenbachen or the immediate vicinity, as it is unlikely that a newspaper from the small Saxony town would be on sale in all parts of Germany.

The approximate distance from Reichsenbachen to London is about 620 miles, and the approximate distance from London here is 372 miles.

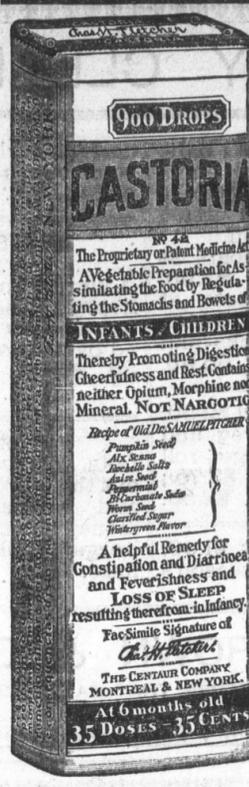
The zeppelin's instrument for calculating altitude showed she had ascended a distance of 42,000 feet, perhaps setting a new world's record for altitude, if the reading is correct. The face of one member of the crew was frozen, despite his heavy clothing.

The French Minister of Aviation and several air experts from Paris visited the zeppelin but for fear of vandalism nobody was allowed to approach the dirigible except on a signed order from the commanding colonel. Nevertheless, there has been a steady pilgrimage to the scene from many distant cities. Among the crowds could be seen mothers pushing baby carriages.

A gang of workmen has begun to dismantle the zeppelin, fearing that a severe storm might wreck it. It will be reconstructed and set up for French aeronautic experts to study.

Mrs. Carrie Chapman Catt, the ardent suffragist, is being boomed for a seat in congress from the nineteenth district of New York.

A PILL FOR BRAIN WORKERS.—The man who works with his brains is more liable to derangement of the digestive system than the man who works with his hands, because the one calls upon his nervous energy while the other applies only his muscular strength. Brain fog begets irregularities of the stomach and liver, and the best remedy that can be used is Parmelee's Vegetable Pills. They are especially compounded for such cases and all those who use them can certify to their superior power.



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