

BILLETS

Billeters, Billetees And Billeeted

(By Captain J. A. F. Ozanne.) The billeter is the unhappy officer who is detailed to find accommodation for 800 men in billets that will hold only 600; the billetees are the inhabitants who provide hospitality to the strangers who abide for a brief season within their gates; and the billeeted are the fortunate ones who enjoy the fruits of the billeter's labors and show their gratitude by grousing whenever he comes within earshot.

When one first arrives in France one might easily suppose that billeting is a simple matter. At the base one is assigned to a certain portion of a vast camp, and life is pleasantly free from responsibilities of this nature. When you go "up country," however, it is another matter, and if you happen to speak the language you will undoubtedly be selected to go on in advance to see to the housing of the troops at the various stages at which the journey to the line will be broken.

Knowledge of the language carries an officer fairly far in this respect, but tact will carry him a great deal farther. When one arrives upon the threshold of a total stranger with no letter of introduction other than the Billet de Logement of the local Mayor, one feels as though one were a cross between a huff and a tax collector. The lady of the house in response to your appeal to take in, harbor, comfort and nourish twenty-four men of his Majesty's forces, assures you that whilst she will esteem it an honor to receive two officers in her house, wild horses would not compel her to lodge "les braves Anglais" in the barn. However, you point out that there are worse beds than straw, and that les braves Anglais quite understand. So you make your arrangements, and before you tear yourself away, you chalk the title of your unit, with "2 Offs. 24 O.R." upon the gate post.

At the next house you are met by a charming young lady, whose sole object in life seems to be to find accommodation on the premises for the gallant defenders of her native land. Mile. Fifine, for that is her name, is able to promise, in her mother's name, hospitality to thirty "other ranks" in the stables at the bottom of the field. There is also a small room for one officer. Billeting has its compensations, and you commander that room for yourself.

And so on. It is weary work. You make arrangements at the best estimation in the village for a dinner for twelve officers. The resources of the landlady are limited, but there are lashings of bully beef coming along with the main body, and the omelette and tinned lobster with mayonnaise will do very well to begin with.

By the time that you have found accommodation for everyone a cloud of dust on the highway betokens the fact that the main body is at hand, and you go the rounds for a second time. It is now that you get a very fair insight into the waywardness of human nature. Second-Lieutenants Castor and Pollu take it as a personal insult that you have neglected to billet them together, and the major is wondering, loud enough for you to hear, if there is a billet going to Mile. Fifine's. He does not seem a bit contented with his large and commodious quarters at the residence of Monsieur le Cure.

It is a wearisome life for the billetees, especially those who live on the lines of communication. The inhabitants of those villages where troops go to rest get to know a little about their enforced guests during their sojourn of ten days or so, but on the lines of communication the billetees have all the trouble and none of the compensations. Tomorrow morning the unit will depart, and in the afternoon another officer will present himself with a Billet de Logement in one hand and a lump of chalk in the other, and on day after day, so long as those great waves of khaki continue to roll East. However, as Madame cheerfully remarks, "Que voulez-vous, c'est la guerre."

Fire which started about midnight completely destroyed the plant of the S. Thomas Pure Milk Co. Loss about \$30,000.

CASTORIA

For Infants and Children In Use For Over 30 Years Always bears the Signature of Chas. H. Littleton

CHILD'S OUTDOOR SLEEPING ROBE.

By Anabel Worthington.

Children should be well protected from draughts while they are sleeping, and as it is rather difficult to keep the covers in place on a restless youngster, one of these sleeping robes will solve the problem very nicely. No. 8986 may be worn by either boys or girls, and it is suitable for children from one to twelve years. The garment buttons down the front and also across the waistline at the back just like night drawers. The shaped hood is attached to the neck. The sleeves may be pulled in on drawstrings to protect the hands or they may be rolled back to form cuffs.



The children's outdoor sleeping robe No. 8986 is cut in seven sizes—1 to 12 years. The 8 year size requires 4 yards 27 inch or 2 3/4 yards of 36 inch material. Price, 10 cents.

To Obtain This Pattern Send 15c to The Courier Office, or two for 25c.

Join The Navy League

ALL THAT IS NECESSARY IS TO SEND YOUR NAME AND TWO DOLLARS TO MR. C. L. LAING, Manager Bank of Hamilton. DO IT NOW.

SUTHERLAND'S

Headquarters for School Books and School Supplies

We carry everything required for use in the Collegiate Institute, Public Schools and Separate Schools

J. L. Sutherland

"ATHLETIC GOODS."

TEUTONS MOVING ARTILLERY TO THE HINDENBURG LINE

Fire of Enemy's Big Guns Dwindling on Southern Part of Front

BRITISH STILL GAIN

Forcing Germans Back on Whole Front of 150 Miles

By Courier Leased Wire

With the British Armies in France, Sept. 6.—Along the whole front from its southern extremity to the Baume-Cambrai road, the fire of the enemy's big guns is dwindling. This indicates that the Germans are making strenuous efforts to get their artillery behind the Hindenburg defenses.

The British have captured more posts around Havrincourt wood.

In many places north of the Senese River the Germans are firing thousands of gas shells indiscriminately. The Germans launched three counter-attacks against Hill 63 in the Yva salient. Two were repulsed and once the British fell back to the north of the hill for a moment.

Further north the British have reached the crest of the important ridge northeast of Wulverghem. West of La Bassée the British have reached Canteleux and are pushing towards Violaines. Many fires are raging and explosions are occurring over the whole area from which the Germans are retreating.

Foe Ploes on Entire Front.

New York, Sept. 6.—The Associated Press today issues the following: Continuing their pressure along the front from Rheims to Ypres, the Allied forces are pushing back the Germans on virtually this entire 150-mile line. Telling progress has been made in particular by the French and Americans along the southern part of the front. The French are before the old Hindenburg position along a considerable stretch in this sector, where they are closing in upon the bastion of St. Gobain, the keystones of the German defensive system in the west.

Further north the enemy armies are still in retreat before the French and British, who are capturing town after town as they make rapid strides towards the line from which the German could take no offensive of last March. Ham is almost within the Allied grasp and Chauny is seriously threatened. The Americans have moved up along the Aisne, having the ground immediately south of the river. The Germans north of the stream appear inclined to halt temporarily, but are seen to be no question that they will speedily be forced to resume their backward march and not halt it again until their old line at the Chemin des Dames is reached.

Through the continued French progress on the German right flank north of the Aisne, however, even the Chemin des Dames, where they are virtually outflanked and the retreat may not stop short of the Aisne.

The campaign for Cambrai has halted, as far as the push on the direct line for the city is concerned, but the advances which the Anglo-French forces are making along the line are calculated to work notably toward the success of the main drive. The Somme and the Canal Du Nord rivers have been passed in this sector, and the German stand back of the canal in the north may be rendered futile, as the enemy left flank on the canal line at Havrincourt is menaced by the drive further south. On the Flanders front, the British pressure seems likely to drive the Germans further than they apparently had intended going in their retirement. Field Marshal Haig's troops are pressing in upon Arrmentieres, both from the north and the south. Their thrust seems likely soon to be considered as threatening Lille, the great manufacturing centre of northern France, southwest of Arrmentieres.

In this sector, the British are moving east from Neuve Chapelle, and have pushed ahead at several points beyond the old German line.

WESTERN CROP DAMAGE REPORTS GREATLY MAGNIFIED—WANT 10,000 HARVESTERS AT ONCE.

Reports previously published regarding the damage by frost to the crops in Saskatchewan were unduly pessimistic. Frequent showers and favorable weather have changed the outlook and it is apparent that the great Province of Saskatchewan will have a normal crop. This is evidenced by Western demands for farm laborers as not less than 10,000 are required immediately for harvesting.

Every young man and those more mature, in every community in Ontario, including our own, should get away and can make this a great opportunity to serve the country in a practical way, and at the same time be of invaluable benefit to himself. It means an interesting, long distance journey at low fares, and a chance to see and study the immense new country served by the Canadian Northern—The People's Road.

Final excursions, by Canadian Northern trains, leave Toronto 10 p.m., August 28th, 30th, September 4th and 11th. Harvesters from outside points to use connecting trains to Toronto.

The Manitoba farmers are expected to receive eight million dollars for potatoes this year. The potato crop is estimated at ten million bushels, the largest ever produced.

STRATEGIC RAILWAYS.

Work Done By the Canadians Behind British Lines.

Behind the new fighting line since the Germans' advance in April there has grown up a network of strategic railways making a formidable system, which more than compensates us for the loss of those lines we had to abandon and destroy in our retirement. Almost from the day the enemy crossed the Nord Canal practically every station of Canadian railway troops has been working ceaselessly at the task, some units acting as pioneers in the construction of the great defence line that causes the Germans to hesitate on this sector.

Little French villages that never hoped for steel links with the larger cities have now become, as if by the rubbing of some magic Aladdin's lamp, great junctions where train loads of supplies come and go every part of an hour. The new lines run through the fertile fields of growing crops, but the Frenchman has saved for the necessary strip of permanent way. There are alternate routes back and forth, the tracks might shell, and day by day stores of carefully-concealed ammunition dumps grow up, which are fed by the straggling German.

"Speaking from a strategical point of view," said a railway staff officer, "we are in a better position to-day than we were on the Somme. The hundreds of miles of track have been built especially for military use and conform with the fighting front. All possibilities have been considered. Where necessary, we have laid down civilian-built lines which would tediously round the country by indirect routes, we now have a military system which takes out supplies in the quickest and most direct way to where they are needed. The latest German thrust gave us the first test of the system, and divisions were shifted with a rapidity that must have surprised the enemy."

In the same way some of the Canadian auxiliary troops have been working untrigingly in the gun spurs behind the new front, from which the big howitzers pound the enemy positions. One battery from the Middle West has the record of construction, 12 of these in one week, and each one was cleverly camouflaged from the prying eyes of German airmen.

From the new railheads, many of which have been christened with Canadian names, here start freshly-constructed light railway systems that wind their way through little valleys still screened from the enemy by the fine, new trenches which have not yet had to be used, and perhaps never will be. You cannot run trains over a line drawn in his assistance, the railway engineers have to build scores of miles that might not be used. They must be there for an emergency.

The construction of the new British defences—railways play a prominent part—have been marvelously complete and have been so rapid that the Germans could take no breath for another stage of the attacks on this northern section, the fabric of a fortress faced them and greenish mist, and the German "army" behind the army has done its duty, and built well—even better than it destroyed in the sombre days at the end of March.

War Prices.

An Indian in one of the Western reservations was in the habit of bringing to Mrs. Gray each spring several baskets of wild berries for which, from time immemorial, he had always charged fifty cents a basket. A few days ago he paid his annual visit to Mrs. Gray's back door. The maid took the berries and tendered the usual payment. The Indian shook his head. "One dollar a basket now," he said. The maid called her mistress and explained the difficulty. Much surprised Mrs. Gray asked for the money to the Indian, who once more refused to accept it. "The baskets are the same size as usual, are they not?" "Yes, they are, why isn't fifty cents a basket enough?" The Indian shifted from one foot to another quite calmly. "Hell big dam war somewhere," he announced. "Berries \$1 a basket now."

Back From the Dead.

Howard G. Leighton, mentioned in a Canadian casualty list as having died on a battlefield in France, started his sister, Mrs. G. Jones, by appearing at her home in Pembroke, Mass., the other day.

"I thought you were dead," was the sister's greeting to the soldier.

"I thought so myself," the soldier replied. Leighton, who enlisted at Boston with a Canadian regiment, said he was pronounced dead, and the body ordered removed for burial. As he was being taken away stretcher-bearers noticed signs of life, he said, and took him to hospital, where he recovered. Notice of his death was conveyed to his family in March.

A Family Reunion.

At Fenwick recently Mrs. Rebecca Smith celebrated her 95th birthday anniversary, surrounded by 160 relatives, including children, grandchildren, great-grandchildren and great-great-grandchildren. Of her own family still living there were present Mrs. Swartz, 90; Mrs. Piper, 85, and Mr. Benjamin Lane, 81 years of age.

A Strange Appeal.

At Ingersoll recently a number of farmers were only dissuaded with difficulty from approaching the Duke of Devonshire with a request that he dismiss his controversial advisers over their steadfast devotion to the M.S.A.

Lived Like Hermit.

At the London Conference recently by Rev. J. F. Macdonald reported the finding of an aged minister, after 40 years' service, living in a single room and doing his own cooking.

Children Cry FOR FLETCHER'S CASTORIA

MRS. HUTCHINSON SUFFERS 10 YEARS

Was Actually Afraid to Eat—Finds Relief at Last

"It is a positive fact that Tanlac brought me the very first relief I was ever able to get from anything I have taken during the past ten years," said Mrs. Lizzie Hutchinson, a life-time resident of Toronto, now living at 418 1-2 Spadina Avenue, the other day.

"I first noticed my trouble coming on about ten years ago," she continued, "and till I started on Tanlac a few weeks ago I was never free from that terrible indigestion. I had no appetite, and what little I forced down soured on my stomach, and formed so much gas that it pressed up against my heart till I felt just like I was going to smother. Many a time I have rushed out of the house gasping for breath and some one would have to pound on my back to get the gas off my stomach. I suffered such agonies at times that I became actually afraid to eat anything. I lost over twenty pounds in weight and was in an awful condition when I started on Tanlac."

"I took all kinds of medicines but nothing helped me at all, and I finally decided to try Tanlac. I have taken several bottles, and have a splendid appetite now. I can eat most anything I want, and am never troubled the least bit with gas, and for the first time in ten years I am perfectly free from indigestion. I have gained several pounds and nearly every day some friend tells me how much better I am looking. I certainly do feel fine, for Tanlac has relieved me entirely of that terrible stomach trouble, and I think so much of this wonderful medicine that I have already recommended it to many of my friends."

Tanlac is sold in Brantford by Robertson Drug Store; in Paris by Apps Ltd.; in Mr. Vernon by A. Tompkins; in Midland by William Peattie; in Onondaga by Neil McPhaden.

Rippling Rhymes

Had Moments.

I travel much in autos; by woods and fields and prairie I take my stately way, and see the highway builders blow in our hard earned guileless on roads that do not pay. They're always fixing, fixing, the dirt and rubble mixing, all summer they have toiled; and now, there comes a torrent—the fact is most adroit—and all their work is spoiled. Their road is washed to thunder and they cease their blunder, they build it up again; they cut their bootless capers with graters and with scrapers, misguided-sons of men. The roads are dragged and graded, and mended and spaced, and when it rains they're done; the money that's been squandered on roads, o'er which I've wandered, in gold, would weigh a ton. Our roads are dreary fizzes, although with planes and chisels we smooth them, year by year; for money always calling, they're good till rain is falling, and then they disappear; when spring war is eaded methinks it will be splendid if we get down to tacks, and build some modern highways, forsaking muddy byways, and rutty cattle tracks. I travel much in motors and oft I see the voters sunk shoulders deep in mud; respect for morals losing, the language they are using would freeze a purist's blood.

REX Theatre Special All Feature Week Monday Tuesday Wednesday The Picture that will Thrill the Heart and Brain of Every Loyal Canadian. SIOMEY CLOTT'S Stupendous Picture Interest "The Beigian" Thursday, Friday, Saturday RITA JOLIVET Supported by a cast of 3,000 People in the \$250,000 Production "Lest We Forget" Immortalizing the sinking of the Lusitania Charlie Chaplin —IN— "The Rink"

BRANT Theatre Attractions Extraordinary Monday Tuesday Wednesday ELSIE FERGUSON In the Tense Dramatic Photoplay "The Lie" The Famous Russell's Novelty Variety Offering "Her Blighted Love" Roaring Mack-Sennett Comedy PATHE TOPICAL Coming Thursday, Friday Dorothy Dalton In the Supreme Domestic Drama "The Mating of Marcella"

GRAND OPERA HOUSE One Night Only Tuesday Sept. 10th OPENING ATTRACTION ED. W. ROWLAND presents the new surprise comedy "The Marriage Question" by Ralph T. Kettering and Lorin Howard IN A WONDROUS PLAY THAT SOLVES THE GREAT PROBLEM IS IT YES? OR NO? THIS IS NOT A MOVING PICTURE SEE THE PLAY AND HAVE A GOOD LAUGH NOT A DULL MOMENT. SOMETHING DOING ALL THE TIME PRICES—25c, 50c, 75c and \$1.00 Seats Now on Sale at Boles' Drug Store.

GRAND OPERA HOUSE, Saturday Sept. 14 Matinee & Night The Liebler Co's Stupendous Production Direct from New Princess Theatre, Toronto NOT the Motion Picture MAIL ORDERS NOW Filled in order of receipt, when accompanied with check or P.O. order. ARABS, CAMELS, HORSES, DONKEYS, GOATS Traveling in Its Own Special Train of 8 Cars. 100 PEOPLE "THE MIGHTIEST PLAY ON THE PLANET." PRICES: \$1.50, \$1.00, 75c, 50c. Matinee: \$1.00, 75c, 50c, 25c. Seats Now on Sale at Boles' Drug Store.

WALKER WHITESIDE AND VALENTINE GRANT IN "THE BELGIAN" AT THE REX THE FIRST OF NEXT WEEK.