# ROLL OF HONOR

Men From Watford and Vicinity Serving The Empire 27TH REGT.-IST BATTALION

Thos L Swift, reported missing since June
15th, 1915
Richard H Stapleford
Bury C Binks
Arthur Owens 15th, 1915
15th, 1915
16th 1915
17th T Ward M Cunningham W Blunt M Blondel
R W Bailey A L Johnston G Mathews W Glenn Nichol R A Johnston C Manning F Phelps E W Smith H F Small JWard, killed in action C Ward F Wakelin, DCM, killed in action

T Wakelin, wounded and missing H Whitsitt B Hardy PRINCESS PATRICIA'S C. L. I. Gerald H Brown 18TH BATTALION

CA Barnes Edmund Watson SPShanks

Geo Ferris G Shanks F Burns Wm Autterson 2ND DIVISIONAL CAVALRY

Frank Yerks Lorne Lucas Chas Potter 33RD BATTALION

Percy Mitchell, died of wounds Oct. 14, 1916 Lloyd Howden Geo Fountain killed in action Sept. 16, 1916 Gordon H Patterson, died in Victoria Hospital London Hospital, London 34TH BATTALION

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

29TH BATTERY Wn Mitchell John Howard 70TH BATTALION

Ernest Lawrence, killed in action, Oct. 1 Igi8.
CH Loyeday
SR Whalton, killed in action Oct., 1916
Thos Meyers
Varn Brown
Alt Bullough
Capt. 15, 19 Sid Brown, killed in action Sept. 15, 1916

28TH BATTALION Thomas Lamb, killed in action MOUNTED RIFLES

Fred A Taylor PIONEERS Wm Macnally W F Goodman

ENGINEERS Cecil McNaughton Basil Saunders ARMY MEDICAL CORPS TA Brandon, M D W J McKenzie M D

Norman McKenzie Jerrold W Snell Wm McCausland Allen W Edwards Basil Gault Capt. R. M. Janes 135TH BATTALION

Nichol McLachlin, killed in action July 3RD RESERVE BATTERY, CFA Alfred Levi

116TH BATTALION Clayton O Fuller, killed in action April

RR Annett

70TH BATTERY R H Trenouth, killed in action on May 8th, 1917 Murray M Forster V W Willoughby Ambrose Gavigan

142ND BATTALION Lieut. Gerald I. Taylor, killed in action on Oct. 16, 1918. Austin Potter

Russ G Clark

RNCVR John J Brown T. A. Gilliland ist Class Petty Officers, ROYAL NAVY

Surgeon Frederick H. Haskett, Lieut ARMY DENTAL CORPS Elgin D Hicks H D Taylor Capt. L. V. Janes ARMY SERVICE CORPS

Frank Elliot Arthur McKercher R H Acton Henry Thorpe, Mech. Transport. 98TH BATTALION

Roy E Acton; killed in action Nov. 3, 1917

64th BATTERY CF Luckham Harold D Robinson Romo Auld Clifford Leigh 63RD BATTERY

Walter A Restorick George W. Parker Clare Fuller Ed. Gibbs Clare Fuller 67TH BATTERY

Edgar Prentis'
69TH BATTERY
Chester W Cook ROYAL AIR FORCE
Lieut M R James Cadet D. V. Auld
Lieut Leonard Crone. killed in action, July 1, 1918.

J. C. Hill, mechanic

Lieut, J. B. Tiffin

Cadet E. C. Janes

IST DEPOT BATTALION
WESTERN ONTARIO REGIMENT
Reginald J Leach
James Phair
Russell McCormick
John Stapleford
McL McCormick
Bert Luce
Bert Luce Leo Dodds John Stapleford Mel. McCormick Bert Lucas Tom Dodds
Alvin Copeland
Wellington Higgins
Herman Cameron
William Blain
J. Richard Williamson, died of wounds,
Oct. 11, 1918.

CENTRAL ONTARIO REGIMENT Verne Johnston Chester R. Schlemme Basil A Ramsay SPECIAL SERVICE COMPANY Nelson Hood

AMERICAN ARMY Corp. Stanley Higgins Bence Coristine (artillery) Fred T Eastman (artillery) AIR SERVICE, A. E. F.

Frank R. Crone AMERICAN ENGINEERING CORPS Vernon W. Crone. 15TH CANADIAN RESERVES W. Orville Edwards

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

#### MEN WHO ENLISTED IN 149 BATT. AT WATFORD

Lieut. W. H. Smyth, Headquarters Citawa.
Lieut. R. D. Swift. Scout Officer.
Lieut. W. A. Williams
Sergt. W. D. Lamb
Sergt. M. W. Davies Sergt. S. H. Hawkin

Sergt. E. A. Dodds Sergt. W. C. McKinnon Sergt. Geo. Gibbs Sergt. H. Murphy Sergt. C. F. Roche Corp. W. M. Bruce Corp. J. C. Anderson Corp. J. Menzies S. E. Dodds

Corp. S. B. Dodds
Corp. H. Cooper
Corp. C. Skillen
Corp. C. E. Sisson.
L. Corp. A. I. Small
B. Q. S.- B. C. Culley
C. Q. S.--C. McCormick
Pte. Hrank Wiley.
Pte. A Ranke Pte. A. Banks te. F. Collins Pte. A. Dempsey

Pte. J. R. Garrett
Pte. H. Jamieson
Pte. G. Lawrence
Pte. R. J. Lawrence
Pte. Charles Lawrence. Pte. C. F. Lang
Pte. W. C. Pearce
Pte. T. E. Stilwell
Pte. A. H. Lewis, Band

Pte. G. A. Parker Pte. A. W. Stilwell Pte. W. J. Saunders Pte. Bert Saunders Pte. A. Armond Pte. W. C. Aylesworth, Band Pte. R. Clark, Bugler

Pte. S. L. McClung Pte. J. McClung Pte. C. Atchison Pte. H. J. McFeley
Ptc. H. B. Hubbard
Pte. G. Young
Pte. D. Bennett
Pte. F. J. Russell
Pte. E. Mayes
Pte. C. Haskett,
Pte S. Graham

Pte. S. Graham Pte. W. Palmer Pte. H. Thomas Pte. F. Thomas Pte. B. Trenouth

Pte. E. A. Shaunessy Pte. W. Zavitz Pte. W. J. Sayers Pte. Lot Nicholls Pte. John Lamb Pte Eston Fowler

Pte. E. Cooper.
Pte. F. A. Conne ly.
Pte. F. Whitman. Pte. Edgar Oke. Pte. White. Pte. McGarrity.

Pte. Wilson. Pte. Richard Watson, Can. Engineer Pte. L. H. Aylesworth, Band. Pte. A. C. Williams Pte. William Kent Pte. Fred Adams

#### Made the Supreme Sacrifice

WATFORD AND VICINITY

Lt.-Col. R. G. Kelly Capt. Thos. L. Swift Sergt.-Major L. G. Newell Pte. Alfred Woodward Pte. Percy Mitchell Pte. R. Whalton Pte. Thos. Lamb ete. J. Ward Pte. Sid Brown Pte. Gordon Patterson Pte. F. Wakelin, D. C. M. Pte. T. Wakelin Pte. G. M. Fountain Pte. H. Holmes Pte. C. Stillwell Pte. Macklin Hagle Sergt. Clayton O. Fuller. Gunnet Russell Howard Trenouth. Pte. Nichol McLachlan. Corp. Clarence L. Gibson Signaller Roy E. Address Signaller Roy E. Acton.

Bandsman A. I. Small

Capt. Ernest W. Lawrence.

Lieut. Leonard Crone.

Pte. John Richard Williamson

Lieut. Gerald I. Taylor. Pte. Charles Lawrence Lieut, Basil J. Roche

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Children Cry FOR FLETCHER'S CASTORIA

Children Cry FOR FLETCHER'S CASTORIA

#### \*\*\*\*\*\*\*\*\* Germany Loses Shipping Genius

LBERT BALLIN, the king of German shipping merchants, died the week that the armistice was signed. Rumor hints that he committed suicide when he learned what humiliating terms of peace Germany would be forced to accept, or else that he feared the German revolutionists would hold him responsible with others of the group at the "Potsdam Conference." where the die for war was cast. It is not known that Ballin was in favor of the war. As the owner of what was the greatest single shipping company in the world, the Hamburg-American Line, he must have seen that one of the first results of the struggle when the British Grand Fleet was ordered out would be the certain loss of busi-ness of his company as long as the war lasted. It is possible that he calculated that, while he would lose at first, he would gain with interest in the end. So far as we know, whether he approved or advised the war in the first place, he was a supporter of it. He was no Lichnowsky or of it. H Muehlon.

Muehlon.

However he may be reckoned by the Germans himself or whatever may be the view of the neutral nations on his influence with the German Government, there can be no doubt that in any history of influential Jews of the last half century he would be given a leading place. He would be given a leading place. He was a Jew, but not, it is said, a bigoted one. First of all he was a business man, and since he was the son of a poor man and educated himself and built up Hamburg as one of the greatest ports in the world, it would not be excessive to call him a genius of business. As a lad he went to England and served a commercial apprenticeship, later returning to Hamburg, and, having made a special study of emigrant traffic, he found himself the possessor of a gold mine, for in those days and in the forty years to follow emigration from Germany was a veritable gold mine for those who were in a position to take toll of the traffic. As his steamship line grew, Hamburg grew as a port until it reached and passed Liverpool, in its shipping.

Ballin is given credit for resolutely opposing the idea of the pangermans, which was shared by the

Kaiser, that the German Govern-ment, by means of subsidies should be permitted to obtain a controlling interest in the shipping of Germany. He combated this on business grounds, and while the grandiose dream of an official sitting in Berlin or Hamburg controlling the thou-sands of German ships in all parts of the world appealed to Wilhelm, Ballin considered it unworkable, and in the end bound to result in disaster. In other ways he set his will against that of the War Lord, for time and again he declined to be made a member of the Prussian House of Lords and attach the "von" to his name. Nor did he view with any more favor the suggestion that he should abandon his own religion and become a Christian, as the word is understood in Germany. Whenever the Kaiser urged him to take one or other of these steps, it is said, that he always compromised on accepting a royal

photograph.

Ballin was reported to have lost favor with the Emperor, because of his moderate war views or his wish for an early peace, but the truth of this report has not been established. Ballin in letters and interviews repeatedly declared for a German victory and a strong German peace.

The power exercised by Albert Ballin in the political affairs of Germany was always greatly overrated. photograph.

many was always greatly overrated according to Ambassador, James W Gerard, who came to know the late shipping ruler of Germany quite well in the four years Mr. Gerard

well in the four years Mr. Gerard held his Berlin post.

"I do not believe that Ballin was consulted about the beginning of the war," said Mr. Gerard recently.

"At any rate, I do not think the militarists bothered to ascertain whether he was in favor of beginning hostilities. I know, indeed, that once the war was begun, Ballin im-mediately seemed to lose favor at court. Prior to August, 1914, Ballin was high in the favor of the Emperor, but with the coming of war days a gulf came between the Ham-burg-American Line head and the

Kaiser.
"Ballin was nothing like as power-"Ballin was nothing like as powerful in home affairs as the public generally supposed. The real industrial rulers of Germany, at least, during the early days of the war, were much in evidence. They were the iron and steel magnates of the Rhine, of Westphalia. Although Ballin, through his chinning connections, was well shipping connections, was well known to the world, his supremacy even in that field was not complete, for he had a strong-rival in the North German Lloyd people.

A Medical Need Supplied.—When a medicine is found that not only acts upon the stomach, but is so composed that certain ingredients of it pass unaltered through the stomach to find action in the through the stomach to find action in the bowels, then there is available a purgative and a cleanser of great effectiveness. Permelee's Vegetable Pills are of this character and are the best of all pills. During the years that they have been in use they have established themselves as no other pill has done,

## TREE IS NOW VALUABLE

SILVER SPRUCE WAS NEGLECT ED FOR A LONG TIME.

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

O-DAY 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 doff their hats 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 fil-

ver spruce has leaped into the lime light. In former years under the various names of sitka, tidewater and giant spruce, this tree, which scientists speak of as picea sitchen. is brought \$15 per thousand feet board measure. In 1915 from British Columbia \$12,000,000 worth of it was

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 cooperage work and in the making of huge doors for freight sheds, docks and garages, where lightness of weight and strength of frame com-bined were a necessity. Under the fame of silver spruce it was used much in buildings for framing, much in buildings for framing, sheathing, joints, subflooring and shelving. But now through the war all this is changed, and it has prob-ably 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 in improving Hyms machine the war began the superiority of the silver spruce over all others for air-plane construction has been a very recent discovery. And when the im-mense importance of securing a large quantity of it was realized quick action was taken. The British authori ties made known their requirements and expert lumbermen began scour-ing 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 paraernalia used in the highly exper work of steam logging were rushed on to the ground.

For four months now two specia trains weekly have gone from the northern part of Prince Rupert loaded with airplane timber to the fac ed with arriane timber to the fac-tories 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 Munition Board, which is calling for 150,000, 000 feet, has established a headquarters staff at Vancouver to look

quarters 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 maintand of British Columbia, the only place in Canada where it grows. Here the world's greatest supply of Here the world's greatest supply of this timber is located. The demand for 150,000,000 feet may be in a little way 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 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, experimently clear tough and strong tionally clear, tough and strong its weight of twenty-five pounds to the cubic foot. It does not warp or split and is nonresinous. There is also no difference between the sap and the heartwood. It is white in color and despite its toughness is

color and despite its toughness is casily worked.

Formerly the timber brought about \$15 per thousand feet board measure. To-day 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 dellar a foot 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 zo per cent. of the entire trunk on the average is finally made up.

One of the interesting features in connection with the tremendous leap in values this timber took was the action of the British Columbia Goverument taken to prevent profiteer-ing out of limits where this timber was growing. When the demand be-came large for airplane spruce many valuable tracts were held by private interests. To prevent holding out for a huge profit on the part of these owners the Government took over the handling of all the tracts, whether crown lands or otherwise, and so a fair price was set for all. — Rene Bache in Philadelphia Public Ledger. PLEA FOR POLITENESS.

Lady Opines That It Is Now a Lost Art.

War is having a bad effect on the temper and manner of the people in countries that have been long engaged. Lady Trowbridge, writing in the London Daily Mail, discusses the situation

"Why have we all grown so terribly uncivil of late; so much ruder as a nation than we were before the war?" she asks.

war?" she asks.

"Go where you will, you meet the same curiously hostile demeanor, and you see it on all sides. What can the reason be? Is it the war bread, or the rations, or the coming of the luxury tax? It really is most puzzling.

"It—the particularly aloof manner I speak of—used to be the special prerogative of highly favored individuals like post office young ladies and taxicab drivers; now it is the privi-lege of all who deal with the public in any fashion whatsoever, and the attitude of the unfortunate public is obliged to be one of grovelling submission - and even then you've wrong, as the humorists say:
"It is an honor now to be allowed

to send a telegram or register a letter, and a greater to be taken on at a high rate by the driver of a taxleab ostensibly plying for hire—in reality, a monarch dispensing favors. It is also, apparently a favor to be allowed to buy a ticket at a Tube; and as for the Teutonic methods whereby dis-cipline is maintained inside an omnibus, space is not available for me to describe them, and it is regrettable that the conductorettes who started so well have become imbued with the same spirit.
"Is it not a pity to spoil the aus-

tere wonder of this great historic time with snapping and snarling? Will not some influential person Will not some influential person found a League of Politeness before it is too late? Let us shut our eyes and fancy that it has come to pass and that some mystic letters — say the L.O.P. — would designate its existence! A badge, of course, to go with it! And the wearers to pledge themselves to make one civil speech a day to someone — out of uniform of course. They might even have a flag day to defray expenses. Can you spare a penny? Just one. spare a penny? Just one.

"'Oh, thank you, so much.' \* \* \*
"'Of course I will." \* \* \*! 'Delighted!'

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"\* \* No trouble, I assure you.' \* \*
'Quite a pleasure'." "Is it only a beautiful dream, or could such a thing come to pass?'

Not Called "Sultan" In Turkey. The new Sultan of Turkey, whose Government is causing Berlin so much worry of late, is the fourth of the sons of Abdul Medjid to ascend

the throne. The four brothers—Murad V., Abdul Hanid II., Mohammed V., and now Vahid-ed-Din—have succeeded one another in the sove-

succeeded one another in the sovereignty; a circumstance unique in the history of the Ottoman dynasty.

The title of Sultan which western people give to the Turkish monarchs is never used by themselves or their subjects. They are styled officially Padishah, the high-sounding Persian term "Pather of Kings," and their ancestral Tartar title Khan is always affixed to their names. The many kields on their Hunkiar — Manary with a critical subject of their sumes. their ancestral Tartar title Khan is always affixed to their names. The unamiable epithet Hunkiar — Mansleyer— is an occasional title. That of Khalif, a purely religious title, is not allowed to them by considerable softons of Islam. The term Sultan is applied only to the sovereign's daughters, and invariable affixed to the name, as Fatimen Sultan. The word Sultana is never heard in Turkey.

As a term of address "Son of a Slave" does not sound Slave" does not sound complimen-tary, but it was much used formerly tary, but it was much used formerly to Ottoman monarchs, and it is literally true. The early Sultans married Christian princesses, but for some centuries they have contracted no regular marriages. Legislation is restricting them to slaves in their matrimonial relations. This is aimed at eliminating family influence and feminine ascendancy. It did not do the latter. The Venetian Safiyeh, the Athenian Vasilike, and the Russian Voxelina are evidence to the contrary. All ruled the land, for good and evil, through their imperial spouses.

It is in Demand.—So great is the demand for Dr. Thomas Eclectric Oi, that a large factory is kept continuously large making and bottling it. To be in dea and shows popular appreciation of this preparation, which stands at the head of proprietive compounds as the leading of the bound of a great it is described to agation, which stands as the leading proprietory compounds as the leading of Oil in the matlet, and it is descriping of m