

ARMY SERVICE CORPS IN THRILLING WORK

Philip Gibbs Writes of Caravans of Motor Lorries That Take Food to Troops—"Old Hartley" is Famous, Having Taken Part in Mons Retreat.

(By Philip Gibbs, of the London Chronicle, Special Cable to The Telegraph.)

London, Oct. 8.—Pious men in the trenches, who are also very hungry men, utter their little morning prayer of "Give us this day our daily bread," and, after snipping a German or two, wait impatiently for breakfast. The prayer is not unanswered, and already, at the break of dawn, along many highways of war in Flanders, the divisional supply columns are coming up from rail-heads to refilling stations with the army's food. They are the life preservers of the fighting men who take their grub for granted. If these long caravans of motor lorries were to lose themselves on the way, or get cut off by the enemy (some of them had to be abandoned in the great retreat), it would be a disaster for British arms. Because, as Napoleon said, "an army fights on its stomach."

The other morning, sitting by the side of a young captain of one of these columns, whose motor car led the way for all his lorries, I realized that, for the progress in the light of dawn. Outwardly there was nothing romantic or adventurous about us. An artist would not have found a picturesque subject, perhaps, in this long line of heavy motor wagons, painted a dark green, spaced out along the road like a fleet in line of battle, and loaded with bread and meat from our wheels, frowsy Flemish girls came yawning to the doors of squalid cottages and dung out dirty water on the sidewalks; only the boom of guns, rumbling interminably, came to the reminder that we were in the war zone, and not much beyond range of the enemy's great guns. Where was the romance here?

Well, I knew where it was because for a little while I had been living with the column, and looking in the spirit of it, and hearing all its story since those days in August a year and more ago, when it came up the Seine to Rouen with thirty-eight lorries in an eight knot tramp, and then plunged straight away into the bloody mud of Arras. As the captain led the way to the refilling station, there was more behind him than bully beef and biscuits, or pickles and marmalade. There was history behind him, of wild days and nights with an army in retreat, of a column of supplies searching for bridges which had gone astray down the roads, of narrow escapes from bursting shells and hostile cavalry, and of winter months when mud ditches on the slope of a steeply cumbered path had had an irresistible attraction for all the lorries. The division had always been fed. That was the main result of all his struggles, and the chief credit to the column. Good enough, it seems to me.

Drivers Proud of Their Work.

I understand the sentiment of this young officer—carefully concealed behind a slight air of boredom and the upward twist of a fair mustache—when, at the cleaning parade in the afternoon, he went along the lines of lorries and pointed out their various characteristics. The drivers and loaders were greasy men just then squatting beneath the chassis with oil rags, or polishing up the engines until they shone like silver and gold, but as the Captain passed telling the tale of each lorry, the men listened and their eyes brightened with the pride of engineers who have taken a tramp steamer and urged on its boilers to rough many an ugly sea.

"Ah!" said one of them, "that was a great day at Meux, when we nearly got cut off by the Germans. Do you remember, Sir? We'd hardly time to cross the bridge before it was blown up." To me each lorry seemed the twin brother of the next until I had learned more about them. But the officers and men of the column knew each one at a glance, and for them it had an individual character. There was "good old Hartley"—always cheered along the road by the boys who were at Mons and Le Cateau. I traveled on it myself, back from the refilling point, and sure enough, as we passed a battery through the road, it stopped, and shouted out: "Good old Hartley! Still running?" For months she has never failed to bring up the supplies to the ammunition train, dodging shells on her morning trips.

Then there was "old Laseby," sometimes called "Laseby." She had been through many a narrow shave, and had got bogged scores of times, and had almost been scrapped until the column mechanic, who loved all the column this side idolatry, had put in some new spare parts, and lightened things up a bit, and kept on the road. It was the same with "Hovis" and "Jacobs" and "old Carter Paterson"—their medical history is so full of details that there are not many of their original parts left, and only the outer body and the inner soul of the lorry remain unchanged after all this patching up and refitting of fans, radiators, cylinders, magnets, cardan shafts, axles, valves, pistons, and die cases.

"There were times," said one of the drivers of "old Hartley," "when it seemed impossible to save her. She's gone at last, said my chum. But down we'd go, tightening up a screw here, or tying on a bit of string there—anything to keep her going—until we could get to the journey's end, and, sure enough, here she is still. God bless her!"

Out of the thirty-eight lorries which came out a year ago, twenty-three still remain, and were spick and span on the road when I traveled with them a day or two ago.

German Officer's Heroism.

I had a German officer sitting where you are, said the driver of "Hartley." He was frightfully wounded, so that I had to put one arm around his neck to keep him from slipping, while I held the steering wheel with the other hand. My chum offered him a piece of bread, but he shook his head and said, "The men first." After we had fed the others—all in a fearful famished state—he ate ravenously. I think that was fine of him.

I shall never forget the awful condition of the wounded. I shiver when I think of it all now. But we helped to save their lives, and I'm glad of that.

The spirit of the men is shown by one of their adventures in the early days when a lorry was hopelessly broken down near the enemy's lines. Some gunners passed and shouted out: "There are thirty-five minutes between you and the enemy. You'd better hurry up, boys. We're the rear guard."

"That's all right," said one of the mechanics who was working in a mix-

ture of mud and grease. "I can get her going in twenty minutes." And he did. Recently most of the adventures have been on special work apart from the ordinary supplies when the lorries have gone up to the firing lines with barbed wire and other material for the engineers of the division. It has often been a drive under shell fire through the "unhealthy lanes" at the front. "Old Hartley," too, had had some private adventures of her own, because she is told off to feed the ammunition train, or horse transport, who live unpleasantly near the guns. She bears an honorable scar from a fragment of shell, and the only anxiety of the two drivers—commanders who have never been separated off this lorry since the beginning of the war—was lest the captain should "knock them off" such dangerous work.

It was interesting to get a glimpse into the life of this supply column, and at night, when I passed down the line, where the men lay asleep inside, it seemed to me that those dark green vans hold more real romance of war than you may find in the false heroics of cheap fiction. It is hard work for all these men, but they are not grouching, except to "get a move on" again, in following up a British advance. The amusements of their private life are restricted to the canteen (where "Dobbie" finds scope for his active brain), to their orchestral society of concertinas, mouth organs and penny whistles (worth any man's money to hear), and boxing contests, in which Cyclone Johnny Thomson of Bernonddy is the star turn. When I went with "The Man Who Never Slept" (there's a title for a short story!) from the railroad to the refilling point, and saw the operations of refueling, carrying and dumping the supplies of a division, carried out in an orderly and expert style, with perfect discipline, I thought that the officers and men of the Army Service Corps, which this column is a unit, will deserve a chapter in the history of the war, who ever may live to write it. Here is but a hint of their adventures and their work.

THE HEAVIEST FIGHTING SINCE BATTLE OF MARNE

New York, Oct. 12.—A despatch from Philadelphia to The Tribune says:—

"In the next few weeks there will be the greatest fighting by the allies since the battle of the Marne. They expect to lose four men to every one German, but they are determined to carry the German trenches. This is the common opinion in France."

Dr. John McCloskey of Chestnut Hills, brings this news direct from Paris. The one time university football star, has been driving an ambulance in Compiègne and Paris. He left the ambulance service in France only a short time ago, and returned to this country on last Wednesday.

"The English army, according to opinion current in France," he said, "is the finest army in the history of the world. They have about 4,000,000 (2) men all well drilled and all equipped with plenty of ammunition. They are going to attempt what seems almost impossible—the taking of the German trenches. These trenches are of concrete and have rapid fire guns mounted on concrete bases. You come upon one of these guns every little while throughout the German trenches, and each gun pours out 600 shots a minute."

"It is against these odds that the allies will charge—not against one trench alone, but against successive lines of trenches."

Posts in German Kameruns Falling To Allied Forces

London, Oct. 12.—Another success for British arms in the Kamerun, a German colony in Western Equatorial Africa, where allied troops have been fighting the Germans for several months, was officially announced today.

The statement says: "Wumbias, in the Kamerun, was captured by British forces after a thirty hour engagement on October 9. The enemy, in considerable numbers, is being energetically pursued."

The last previous report on the campaign in the Kamerun was on September 2, when a German defeat near Gaschaka was reported. The Germans were then said to be in retreat.

British Steamer Sunk.

London, Oct. 12.—The British steamer Halibon, 5,580 gross tons, has been sunk. Her crew was saved.

GERMANS GETTING MORE THAN TASTE OF THEIR OWN MEDICINE

Two Steamers Torpedoed in Baltic by British Submarines—Greek Steamer Turned Back at New York With 2,000 Reservists.

Kalmar, Sweden, Oct. 12, via London.—The German steamer Nicomedia, with a cargo of 6,800 tons of iron ore from a Swedish port for Hamburg, was sunk in the Baltic yesterday by the British submarine E-19. The Nicomedia was sunk off the southern point of Oland, a Swedish island which, Kalmar Sound separates from the mainland.

The crew was given fifteen minutes to take to the boats. It is reported that they all landed safely.

The German steamer Nicomedia belonged to the Hamburg-American line. She was of 4,891 tons gross, 384 feet in length, and was built in 1901. The British submarine E-19 is a new boat, the last submarine of that letter listed being No. 18.

Crew Landed Safely.

Trelleborg, Sweden, via London, Oct. 12.—The crew of 84 men of the Hamburg collier Gutruine, which was torpedoed yesterday off Meland, has been landed here.

A despatch from Copenhagen last night said that a German collier steamer had been sunk in Calmar Sound, Sweden, by a submarine, presumably British. The foregoing apparently alludes to this incident.

Third Steamer Accounted For.

London, Oct. 13.—A despatch to Reuters Telegram Company from Karlstede, Sweden, says that the German steamer Director-Reppenhang, 1,683 tons, of Stettin, has been torpedoed by a British submarine.

The fate of the crew is not known.

Baltic Traffic Disorganized.

Copenhagen, via London, Oct. 12.—The Politiken says that British submarines in the Baltic Sea are causing the German mercantile fleet great losses.

Five steamers are now known to have been sunk, says the newspaper. "How many British submarines have, got through the narrow sound is not known, but it is evident that Germany was too late in laying the Baltic mine fields."

Traffic across the Baltic, the Politiken adds, is in a state of disorganization. German Submarine Base Uncertain.

Athens, Oct. 11, via Paris, Oct. 12.—A British agent has unearthed a submarine base in the Gulf of Nauplia, south-east Greece, from which, it is believed, the submarine which recently sank allied transports have received their supplies.

The discovery was reported to the Greek authorities, who immediately seized large quantities of petroleum and other supplies at the base.

Greek Reservists Turned Back.

New York, Oct. 12.—The Greek steamer Vassilios Constantinos, which sailed with 2,000 reservists for Piræus today, was recalled two hours later by a wireless message from the local office of the Greek line. When the vessel put back, just after reaching Ambrose Channel, it encountered considerable comment in shipping circles.

Officials of the line explained later that a message had been received here from the main office of the line at Athens ordering the steamer and reservists to be held here for further orders. No reason for holding the reservists was given in the message from Athens, it was said.

British Steamer Attacked.

Washington, Oct. 12.—British agents are investigating operations of certain yachts, which they suspect have been prepared, or are being outfitted, for use against the carrying of mail from Mexico for the British navy. Information has been gathered from Norfolk, Pensacola, and from the Gulf of California.

Recent reports of an attack on a British tanker bound for Tuxpan in the Mexican oil fields strengthen the belief of the agents that the ship was manned by Germans and carried one gun.

German Dead in Battle Outnumber Ours Six to One

(Montreal Gazette Cable).

London, Oct. 13.—A member of the dominion emigration staff who has recently gone to the front with a London regiment, gives a graphic account of their first big attack.

"Our chaps had certainly given the Germans a rough time," he writes. "They lay in heaps, and at that spot must have outnumbered our dead, six to one. Their trenches were blown in, and filled up by our big shells, and rifles and equipment were strewn all over the place."

"We were gassed by gas shells. It is some new gas they use, which does not permanently injure, but upsets the eyes. The Germans certainly seem to have had enough, and with the help of the French, we shall smash them sooner than people think."

GREECE DEFINITELY REFUSES TO COME TO AID OF SERBIA

Greek Forces to Be Kept in Reserve "For Better Use Later"—To Remain Armed Neutral, Giving Serbia Moral Support.

Athens, Tuesday, Oct. 12, via Paris, Oct. 13.—The Greek reply to Serbia's representations that the Bulgarian attack on Serbia completes the act of aggression contemplated under the treaty of alliance between Greece and Serbia, and asking if the Greek is ready to enter action against Bulgaria, was delivered today.

Beginning with the declaration that "the royal government greatly regrets that it is unable to accede to Serbia's request," the reply explains that the alliance of 1914, while foreseeing Bulgaria's aggression, was limited to preserving an equilibrium among the Balkan States.

"The preamble of the treaty," the reply continues, "defines it as of purely Balkan character not applying to a general conflagration. Both the treaty of alliance and the military convention completing it prove in the first article, that the contracting parties contemplated only isolated attacks by Bulgaria against one of them."

The note infinitely argues that the treaty does not cover the situation which has arisen today—a situation in which Greece might destroy herself without hope of saving Serbia, which cannot wish such a result. It is added that "common interests demand that the Greek forces still be kept in reserve for a better use later."

The note concludes with the declaration that Greece intends to remain armed neutral, and "assures" Serbia that Greece will continue to give her every assistance and facility, compatible with Greece's exclusively international position.

Greece Forced to Fight.

London, Oct. 14.—A Rome despatch to the Daily Chronicle says:

"To avoid the possibility of a conflict, Greek troops were recently withdrawn from proximity to the Bulgarian frontier. Taking advantage of their retirement, bands of Bulgarians are now reported raiding into north Greek territory in the direction of the River Vardar, at a point adjoining Serbian territory."

"A Greek force has been sent in pursuit of these marauders."

HOT ELECTION CAMPAIGN ON IN SOUTH AFRICA

Cape Town, S. A., via London, Oct. 13.—A lively and most interesting campaign for the election of members of the house of assembly of the Union of South Africa, is being waged throughout the country.

The chief fight is between the followers of the premier, General Louis Botha, and the Nationalists, the Nationalists having opposed the operation against German Southwest Africa, and being against the despatch of a contingent of union forces to Europe.

Many of the political meetings degenerate into free fights, and General Botha, who is speaking in districts where his policy is strongly opposed, is accompanied by mounted hussars.

The Nationalists have candidates in every constituency where they have the slightest chance of winning, while many independents have withdrawn from the race in order to make it a straight contest between the two principal parties.

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8 KILLED; 34 INJURED IN NEW AIR RAID

Zeppelins Again Attack London But Fail to Damage Any Buildings of Importance.

London, Oct. 14, 12.30 a. m.—Zeppelin airships have made another raid over London dropping bombs. Eight persons are declared to have been killed, and about thirty-four injured. The material damage done is said to have been small.

The Home Office, shortly after midnight, issued the following report on the raid:

"A Zeppelin raid was made yesterday evening over a portion of the London area, when a certain number of incendiary and explosive bombs were dropped. The material damage done was small. A few fires resulted, but they were quickly put out by the fire brigade. The admiralty will issue a statement today, when particulars are available."

"At present it is only possible to say that no public buildings were injured, and that the casualties, so far reported, number two women and six men killed and about 34 injured. With the exception of a soldier killed, all these were civilians."

"These figures include all the casualties reported at 11.45 o'clock Wednesday evening."

TO PROVIDE EMPLOYMENT FOR CANADA'S SOLDIERS

Ottawa, Oct. 12.—The problem of providing useful means of employment for Canada's soldiers returning from the war, including the 2,000 or 3,000 who have already been disabled, and the tens of thousands who will be coming back after the war is over, is to be discussed at a conference of federal and provincial representatives here on Monday next.

Sir Robert Borden has invited all the provincial premiers and provincial ministers of education to attend the conference and discuss with him and the members of the Military Hospitals Commission the suggestions that have been already drafted looking to a solution of one of the biggest problems which confront the dominion.

Senator Longuech, president of the Military Hospitals Commission, has been entrusted by the government with the chief responsibility for working out some comprehensive scheme, and he has prepared, in a general way, proposals looking to the active co-operation of the federal and provincial governments, and of various public bodies, in providing a solution. The draft plans will be considered at Monday's conference.

There are already upwards of 2,000 men who have been more or less disabled by wounds or illness from following their usual avocation. Senator Longuech's plan provides for enabling them to supplement their pensions by giving them technical training of some kind under the direction of the various provincial schools, which would enable them to take up some useful trade or profession, and to be self-sufficient in their particular avocations. For instance, there are several scores of soldiers who have lost their eyesight. They will be placed in schools for the blind, and a sum will be set aside from the National Disablement Fund, now being raised, to defray the expense of their educational course. Similar assistance is planned for those who have lost the use of their limbs.

For the still larger problem of providing work for 100,000 or more soldiers who will have to seek employment as soon as the war is over, tentative proposals have been made for distributing these men through labor exchanges, or for enabling them to settle on some of the agricultural lands under the control either of the federal or the provincial governments.

Experience has shown so far that with most of the men at the front little or nothing is saved out of their regular army pay. When the war is over the probabilities are that most of the soldiers will return to Canada under the necessity of immediately finding some means of employment. A suggestion has been made that a percentage of the pay now allotted be kept back by the government and placed to the credit of the men at companies, so that when they are discharged each one will have a small nest egg to keep him going for at least some weeks, until he again becomes adjusted to the labor market in Canada.

The objection to this is that when the men enlisted they contracted with the government for the receipt of the regular pay at the end of each month. The government cannot very well now break this contract arbitrarily, but it is believed possible that in the great majority of cases the men would themselves consent to some scheme of government savings for their behalf. This would be following the same lines as are adopted in the civil service, where five per cent. of the regular monthly pay is kept back and given in a lump sum to the civil servant on retirement.

In the Vase the Germans were successful in gaining possession of a small French trench, but part of it was retaken from them.

A squadron of nineteen French aeroplanes has thrown down a total of 140 shells on the railroad station at Basancourt.

Another detachment of eighteen machines has bombarded a railroad junction near Bapaume, where other aviators have shelled the railroad line near Warmerville.

Paris, Oct. 13.—Premier Bratiano of Roumania has given the Italian government to understand that the Roumanian co-operation on the Entente may be considered certain, says a special despatch from Rome. The Roumanian government, however, will choose its own time for taking the field against the Austro-Germans.

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CANADIAN ILL AT ALEXANDRIA; THIRD MEMBER OF THE 26TH WOUNDED, NOVA SCOTIANS FALL

Ottawa, Oct. 12.—The following casualties were announced today.

SEVENTH BATTALION.
Wounded Sept. 29.
Farrier Sergeant W. T. Shaw, England.

Wounded and Missing, Oct. 8.
Pte. Craig Antoine Bell, Greece.

Wounded.
Lance Corporal Gerald Smithson, England.

FOURTEENTH BATTALION.
Wounded Accidentally.
Christopher Wright, England.

Wounded.
Pte. Martin Savoy, Madam (N. B.). Pte. Frank Walker, St. John (N. B.).

Wounded.
Pte. Russell McEachern, Detroit (Mich.).

Wounded.
Pte. Arthur Chandler White, Toronto. CANADIAN HEAVY BATTERY.

Wounded.
Gunner F. C. Kelley, Georgetown, British Guiana.

THIRTEENTH BATTALION.
Wounded Slightly.
Sergeant William Morrison, Harrington West, Ontario.

Ottawa, Oct. 13.—The midnight list follows:
SECOND BATTALION.
Killed in Action, Sept. 30.
Sergeant John Layland, England.

THIRD BATTALION.
Wounded and Shock.
Sergeant Thomas E. Davis, Toronto.

NURSE'S KIDNEY COMPLAINT

Cured by Dr. Cassell's Tablets After Operations Failed

She Was Too Weak to Walk Alone

In Frightful Pain for Hours at a Time

Had Undergone Two Operations

Faced With a Third Operation She Took

DR. CASSELL'S TABLETS

And Was Cured

Two years ago Nurse Dowdswell, of 71, Alfred street, Gloucester, England, wrote to say that Dr. Cassell's Tablets had cured her of acute kidney trouble, and saved her from operation, and she now tells her story for the benefit of fellow sufferers in the Dominion. She says:

"I am pleased to say that I have had the best of health since I took you of my cure by Dr. Cassell's remark on how well I look. When I think of what I suffered before I knew of Dr. Cassell's Tablets, I feel I can never sufficiently praise your splendid medicine. Kidney trouble had reduced me to such a state of helplessness that I could not walk alone. I had undergone two operations, and taken endless medicine; but nothing helped me. Often I was in frightful pain, pain that lasted for hours at a time. I was also a martyr to dyspepsia, and so weak and spiritless that I used to wish I could die and be done with suffering. Although, as I have said, I

was twice operated on for kidney trouble I got no relief at all. I was urged to undergo a third operation on my left kidney, but by that time I was taking Dr. Cassell's Tablets, and the benefit was so apparent that I refused the operation, and persevered with the Tablets. Then I mended rapidly. I had no more pain; the dyspepsia, too, was cured and I began to gain flesh. In a remarkably short time I was thoroughly well and strong. Now, I feel a little free from my troubles, and my work as nurse is sometimes very trying. I just take a dose of two of Dr. Cassell's Tablets, and they never fail to set me up again. They are just splendid."

That is the testimony of a trained nurse. That such a lady should praise Dr. Cassell's Tablets is sure evidence of their curative value.

Dr. Cassell's Tablets put new life and vigour into the kidneys by strengthening the nerves that control kidney action. This is why Dr. Cassell's Tablets cure every grave case. There's another fact which further emphasizes the



Nurse Dowdswell.

SEVENTH BATTALION.
Wounded.
Murdoch Gillis, Douglas, Alaska.

Killed in Action.
Alfred Lancelot Holland, England; Walter A. Cowlings, England.

Wounded.
MAJOR D. A. MacRAE, 42 DUNCAN STREET, HALIFAX, N. S. (OCT. 9, RETURNED TO DUTY OCT. 10); John Ashworth, 45 Prospect street, Reading (Mass.); John MacKenzie, Scotland.

Wounded.
MILE CREEK, P. E. I. (GUNSHOT IN FOOT).

SECOND FIELD ARTILLERY BRIGADE.
ALEXANDER McDUGALL, 9 DANGEROUSLY ILL.

GUNNER WILLIAM GRANT BLAIR, LAGGAN, BARNEYS RIVER (N. S.).

CANADIAN ARMY MEDICAL CORPS.
Seriously Ill.

Lieutenant-Colonel H. R. Casgrain, Windsor, Ont. (at Alexandria Hospital), Newfoundland Casualties.

St. John, Nfld., Oct. 13.—The casualties reported today were: Newfoundland Regiment—Lance Corporal Rupert King Watts, Harbor Regt., died of dysentery.

Newfoundland Naval Reserve—Seamen Victor Benoit, Cape St. George; Walter Hines, Port Au Port; George Ledrew, Cupids Cove; Steven Sparks, Brigus; William Wooley, drowned in mine sweeper, Fronz Oliver, blown up by striking a mine in the North Sea on Saturday.

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BIRTHS
GRAY—On October 10
Mrs. A. J. Gray, 28 Oran
daughter.

MARRIAGE
MUNRO-WILLIAMS—
at Brooklyn (N. Y.), by
Adams, pastor of City
church, Florence Mann,
of Mr. and Mrs. W. A. M
adise Row, to Robert W
of New York.

COOLEN-LITTLEJOH
St. John the Baptist
Walter Donahue, Anna J
St. John, to E. Arthur Co
(N. S.).

DEFOREST-WOODS—
inst. at Trinity church,
Ralph Sherman, Mr. L
DeForest, of this city, to
Ross, youngest daughter
and the late Francis E. V
VERNER-FLOYD—A
Hampton (N. B.), on Oct
Rev. John C. Mortimer,
Yenne to Carrie Ethel
Upham (N. B.).

McAVITY-KAYE—By
St. John church, by the
Raman, George Clifford,
Mr. George McAvity, da
daughter of Mr. and M
Kaye.

DEATHS
BARKER—In this cit
inst. George B. Barker,
leaving a wife, one son
two brothers and one s
(Boston and New York
copy).