

# MORE CANADIAN SOLDIERS RETURN FROM THE FRONT

## Large Party Reached City Yesterday—Three Members of "Fighting 26th" Among the Number—One Member of Party Has Military Medal—Boys Speak Words of High Praise for Captain (Reverend) E. B. Hooper Who is Doing Splendid Work for the Canadians at Ramsgate.

Another party of Canada's fighting men arrived in the city yesterday after giving their best assistance to the Empire in her hour of need. The men were tendered a hearty reception by the returned soldiers' reception committee, the citizens and representatives of the different patriotic societies. It was the best reception that has yet attended the arrival of wounded heroes.

The trio of the Fighting 26th, J. J. Mahoney, 121 Sheriff street, D. G. Alfrey, Glasgow, and Reverend E. B. Hooper, were the recipients of a most enthusiastic ovation. The party in all numbered 185, and of this number nineteen are in the discharge depot in the city and will probably leave for their homes today. Colonel G. P. Murphy was the officer in charge.

There were in the party fifteen officers, three nursing sisters, thirty-five N. C. O.'s and 185 men. Among the officers to arrive were Lieut.-Colonel R. Street, who enlisted with the 16th Battalion, and returning home on account of his health; Major L. W. Young, the medical officer in charge, for E. S. Rleson of the C. A. M. C.; Captain A. H. Boddy of the 36th Battalion; Hon. Captain R. McLeod of the 16th Battalion; Nursing Sisters L. Vernon-Smith, L. W. Burns and McLeod; Lieutenants R. H. Watson, A. G. Morley of the 19th Battalion; Lieutenants R. C. E. Southern, J. H. Gunn of the 72nd Battalion; Lieut. F. H. Tingley of the 168th; Lieut. C. H. Slater of the 14th; Lieut. D. F. Maisonneville, and Lieut. W. M. Bickels of the Nova Scotia Battalion. Lieut.-Colonel W. T. McMillan of the 16th Battalion was also in the party.

Five of the party are each minus a limb. Privates G. Harding, a member of the 26th, lost a leg in the Ypres fight. So, also, did Private Ginder of the same unit. Private W. L. Glover sacrificed his right arm in the fight for British institutions, while E. J. Scammell, C. C. A. C., and William Young of the same unit each lost their left arm.

**Won Military Medal.**  
Displayed on the breast of one keener soldier was the bar and ribbon to which is attached the military medal. When questioned by a representative of The Standard as to why he received the mark of honor he modestly declined to answer. The only information the reporter could gain was that his name was O'Bionnell and that he was a native of Sweden, but had gone to the front in one of Canada's battalions. Even his soldier chum had not learned why he received the decoration. The distinguished soldier enlisted in the 16th Battalion and with that unit displayed great bravery. He fell in the famous battle known as Hill 60. He was struck with shrapnel in the foot.

**Saw British Tanks Work.**  
Private H. G. Wakelyn of Calgary was very cheerful despite the fact that he had been badly wounded in the foot on September 20th and as he walked one could readily see that his wound would affect him for some time. Speaking of the British tanks which were so effectively used in the Somme, he said that they called them the "Swiss navy" because they went up and down the hills.

Private Clayton, who is only fifteen years old, was returned by the authorities on account of his immaturity. He managed to get as far as England, but here his tender age was detected and he was ordered home. His home is in New Mexico.

Private F. C. Haines, who enlisted in the 9th C. M. R.'s was glad to get back to St. John as he spent two enjoyable days here prior to his departure to the front. He left on the same steamer as the 52nd Battalion.

**Asked For The Standard.**  
One of the patriotic ladies who was distributing western papers among the boys on the train before they left was asked by one intelligent looking chap if she had a St. John Standard. He said he had received the paper daily while at Ramsgate recuperating and had become a steady reader. Many of the boys returning from England speak in the highest terms of the kind and tender treatment accorded them at the Granville Special Hospital, Ramsgate, by Nursing Sisters Armstrong and Wishart, both of this city.

Mention was made by one of the latest taken in him at No. 3 Canadian General Hospital, France, by another nursing sister of St. John, Miss Hare. By sheer ability and the interest taken in the work Miss Hare has the office of superintendent of all the nurses at the hospital.

**Praises For Captain Hooper.**  
"Tell the people through the columns of The Standard that there was never a better padre left the shores of Canada than Captain Hooper," chaplain of the 26th Battalion," said Private H. Ginder of the famous Fighting 26th as he lay on a clean mattress which was covered with a white sheet in the discharge depot pining up his tattered leg in which there was only a part of a limb. "Let me tell you the

other young man who willingly sacrificed a limb rather than retreat at Ypres. The returned man is very optimistic regarding the future. When asked how he lost the limb he replied with a broad smile on his face, "I got a little scratch on the ankle." D. G. Fanning, for such was the young fellow's name, enlisted in the original 26th and for over eleven months he was always with the boys, several of whom paid him a visit last night at the depot.

**St. John Boy in Party.**  
J. J. Mahoney, 121 Sheriff street, and one of the first to don the khaki in New Brunswick, also was unfortunate enough to receive a bad wound. He is unable to walk without the use of a foot-peg as he has a very bad knee. He will probably be admitted to the Convalescent Home in St. John today or tomorrow.

A member of the veteran 17th Battalion of Nova Scotia, which was commanded by Lieut.-Colonel S. G. Robertson, in the person of Private Muir Ross, was also in the party. He had his shoulder fractured, which later necessitated the removal of the shoulder joint, leaving his left arm partly disabled. Pte. Ross was transferred to the 13th Royal Highlanders, and it was in this battalion that he received the wound that laid him low. He said that he could not speak too highly of the manner in which he was used by the people of England. He was loud in his praise of the English hospital authorities.

**Wound From Aeroplanes.**  
Robert Powell of the R. C. R.'s was also in the party. He was wounded by a bomb explosion. The bomb was dropped from a German aeroplane on a rest billet. There were at least fourteen men in the billet at the time and most of the boys received wounds serious enough to warrant their removal back from the firing line.

**The Maritime Men.**  
The men whose homes are in the Maritime Provinces and who will receive their discharge from this depot are: Andrew Bedford, North Sydney,

40th Battalion; A. Campbell, Campbell's Cove, P. E. I., 105th Battalion; George D. Cripps, P. P. C. L. I., New Brunswick; Eddon Darrach, Clyde River, P. E. I., 105th Battalion; G. W. DeLong, Fredericton, 26th Battalion; D. G. Fanning, Tronton, N. S., 26th Battalion; E. L. Feeley, Jacques River, N. B., 23rd Battalion; Alex. Geddes, Florence, C. B., 40th Battalion; Arthur Gibson, Woodstock, N. B., C. A. M. C.; H. Ginder, Sunbury Co., 26th Battalion; J. P. Hamilton, Bridgewater, 24th Battalion; J. J. Mahoney, 121 Sheriff street, St. John; W. A. Morton, St. John, N. B., 112th Battalion; R. G. O'Brien, Bridgewater, R. C. R.; Robert Powell, 76 Bloomfield street, Halifax, R. C. R.; Muir Ross, Westfield, Pictou; John E. Roy, Bedford, N. S.; Hagan Scott, Woodstock, C. A. S. C.; and F. S. Welles, Point du Chene, N. B.

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This step is due solely on account of the great scarcity of labor, and not through any desire to employ cheaper help, as the women will receive the same rates of pay as which the men were paid. Both the car works and the Nova Scotia Steel Works need more help, and it is practically impossible to obtain any more outside male help, as the housing and boarding capacity of New Glasgow is already taxed to its full height. Therefore, the only way for these plants to solve the problem at present is for them to employ women helpers.

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of men and women today know that it is needless to have a bad stomach. A little Diapepsin occasionally keeps the stomach regulated and they eat their favorite foods without fear.

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# OBITUARY.

**Mrs. Mary McDonald.**  
The death occurred on Saturday of Mrs. Mary McDonald, at Boston. Deceased who formerly resided in St. John, leaves besides her husband, two daughters, Eileen and Clara, two brothers, Edward and James McDonald, of this city; three sisters, Mrs. Edward Walsh, of this city, and Mrs. George Prouty and Miss Laura McDonald, of Boston.

# TRANSPORTATION ADV.

**ANCHOR-DONALDSON LINE**  
WESTBOUND  
Glasgow via Halifax, N. S., to Portland, Me.  
Also  
Glasgow to St. John, N. B., direct.  
EASTBOUND  
Portland to Glasgow Direct.  
Halifax to Glasgow Direct.  
For information as to rates and sailings apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 102 Prince William Street, St. John, N. B.

**R.M.S.P. TO WEST INDIES**  
Fortnightly Sailings  
by  
Twin Screw Mail Steamers  
ST. JOHN, N. B. and HALIFAX, N. S.  
Special Facilities for Tourists.  
For booklets, rates, sailing dates and other information  
Apply to  
THE ROYAL MAIL STEAM PACKET CO.,  
77-79 Granville Street, Halifax, N. S.  
or to the Local Ticket Agencies.

**CANADIAN GOVERNMENT RAILWAYS**  
ST. JOHN - MONTREAL  
OCEAN LIMITED  
Daily Except Sunday.  
Dep. St. John ..... 7.00 a.m.  
Arr. Montreal ..... 8.05 a.m.  
MARITIME EXPRESS  
Daily Except Sunday.  
Dep. St. John ..... 6.10 p.m.  
Arr. Montreal ..... 6.30 p.m.

**Eastern Steamship Lines.**  
All-the-Way by Water.  
INTERNATIONAL LINE  
Steamship "North Star"  
Leaves St. John Thursdays at 9.00 a.m. (Atlantic time), for Eastport, Lubec, Portland and Boston.  
Return, leave Central Wharf, Boston, Mondays at 9.00 a.m. for Portland, Eastport, Lubec and St. John.  
MAINE STEAMSHIP LINE  
Between Portland and New York.  
Passenger service discontinued for the season. Freight service throughout the year.  
METROPOLITAN STEAMSHIP LINE  
Direct between Boston and New York. Passenger Service discontinued for the Season. Freight Service throughout the year.  
City Ticket Office, 47 King street.  
A. C. CURRIE, Agent, St. John, N. B.  
A. E. FLEMING, T. F. & P. A., St. John, N. B.

**The Maritime Steamship Co., Limited.**  
On March 3, 1916, and until further notice the S.S. Connors Bros., will run as follows: Leave St. John, N. B., Thorne Wharf and Warehouse Company, Ltd., on Saturday, 7.30 a.m., daylight time, for St. Andrews, N. B., calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Dear Island, Red Shore or St. George's. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting.  
Agent—Thorne Wharf and Warehouse Co. Ltd., Phone, 2851. Mr. Lewis Connors.  
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

**GRAND MANAN S. S. CO.**  
After Oct. 1st and until further notice S. S. Grand Manan leaves Grand Manan, Mondays 7.30 a.m., for St. John, returning leaves St. John Wednesdays 7.30 a.m., both ways via Campobello, Eastport and Wilson's Beach.  
Leave Grand Manan Thursdays 7.30 a.m., for St. Stephen, returning Friday 7 a.m., via Campobello, Eastport and St. Andrews, both ways.  
Leave Grand Manan Saturdays 7.30 a.m., round trip St. Andrews, returning 1 p.m., both ways via Campobello and Eastport.  
Atlantic Standard Time.  
SCOTT D. GUPTILL, Mgr.

**TRAVELLING?**  
Passage Tickets By All Ocean Steamship Lines.  
WM. THOMSON & CO. Limited.  
Royal Bank Bldg., St. John, N. B.

**TUBES FOR STEAM BOILERS**  
Makers are without stocks and those in dealers hands are very few, but we are still able to fill orders quickly from our stocks in New Glasgow. It is more satisfactory to submit your exact specifications of requirements and have us quote.  
I. MATHESON & CO. Ltd., Boiler Makers  
New Glasgow, Nova Scotia.

# FEW MINUTES! NO INDIGESTION, GAS, SOUR STOMACH—PAPE'S DIAPEPSIN

Digests all food, absorbs gases and stops fermentation at once.

Wonder what upset your stomach—what portion of the food did the damage—do you? Well, don't bother. If your stomach is in a revolt; if sour, gassy and upset, and what you just ate has fermented into stubborn lumps, your head dizzy and aches; belch gases and acids and eructate undigested food; break foul, tongue coated—just take Pape's Diapepsin and in five minutes you will wonder what became of the indigestion and distress. Millions

of men and women today know that it is needless to have a bad stomach. A little Diapepsin occasionally keeps the stomach regulated and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage instead of a help, remember the quickest, surest, most harmless relief is Pape's Diapepsin, which costs only fifty cents for a large case at drug stores. It's truly wonderful—it digests food and sets things straight, so gently and easily that it is astonishing. Please don't go on and on with a weak, disordered stomach; it's so unnecessary.

**\$10,000,000 a Year Wasted on Trusses**  
How 60 Days' Trial Protects You Against Throwing Money Away

covered for overcoming the weakness which is the real cause of rupture. Just how it does that—entirely automatically—is all explained in the free book which the coupon below will bring you.

No Belt—No Leg-Straps—No Springs. Does away entirely with the curse of belts, leg-straps and springs. People who have tried it say it is as comfortable as their clothing. Is water-proof—will hold in the bath. Also perspiration-proof and easily kept clean.

Will Save You from Operation. This guaranteed rupture holder has so thoroughly proved its merits in nearly 500,000 cases that surgeons in the U. S. Army and Navy and physicians in all parts of the world now recommend it instead of advising operation.

It has completely cured hundreds and hundreds of people whose cases seemed almost hopeless.

The Things We Tell in Our Book. There are so many mistaken ideas about rupture that we have taken the time to sum up in a book all we have learned during forty years of experience.

This remarkable book—cloth bound, 86 pages, 20 chapters and 23 photographic illustrations—is full of facts never before put in print. It deals with rupture in all its forms and stages.

It shows the dangers of operation. It exposes the humbug "appliances," "methods," "plasters," etc.

It shows why wearing elastic or spring trusses is almost sure to shorten your life.

And it tells about the famous Cluthe—how simple it is—how it ends constant expense—how you can try it sixty days without having to risk a penny, and how little it costs if you keep it.

Also gives over 5,000 voluntary endorsements from benefited and cured people.

Send for this book today—don't put it off—the minute it takes to write for it may free you from trouble for the rest of your life. Simply use the coupon or just say in a letter "Send me your book."

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Box 720—CLUTHE COMPANY  
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Send me your Free Book and Trial Offer.  
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# BOVON

builds up the weak constitution

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And all simply because nine sufferers out of ten trust to a mere try-on or hasty examination instead of first making a thorough test.

A Mere Try-In is a Snare. You can't possibly tell anything about a truss or anything else for rupture merely by trying it on.

A truss or so-called "appliance" may seem alright at first and afterward prove utterly worthless.

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We'll practically lend it to you that long—without asking you to risk a penny.

If it doesn't keep your rupture from coming out or bothering you in any way, no matter how hard you work or strain—if it doesn't prove every claim we make—then you can send it back and it won't cost you a single cent.

Made on New Principle.  
This guaranteed rupture holder—the famous Cluthe—is an utterly different from everything else for rupture that it has received eighteen separate patents. It is far more than just a truss. Made on an absolutely new principle.

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