is still occupied by the enemy, our troops attacked the hostile positions, CONTINGENT HAD which are obstinately defended.

The British fleet co-operated, but was forced back by the heavy lery fire. Three ships were hit. During the afternoon of Oct, 25 leet kept beyond the distance of sights.

"Near Ypres the battle is stagnant. Southwest of Ypres and west

and southwest of Lille our attacks are progressing. During severe street fighting the English suffered great losses, leaving about 500

"North of Arras a heavy French attack broke down, the French losses being severe. In the eastern theatre of war our offensive on Augustowo is progressing. The battle near Ivangorod is favorable, but till now there has been no decision."

FIFTEEN MORE OFFICERS KILLED.

A casualty list was issued tonight, dated Oct. 22-23. It reported 15 officers killed, 52 wounded, and 17 missing. Among the wounded is Lieut. Sir Philip Lee Brockelhurst, who accompanied the British

GERMANS CANNOT PROGRESS

That the German advance along the channel coast is well over the Yser River at a point between Dixmude and Nieuport, but has been unable to make any further progress, is net result of the great German drive in Flanders. Reports from other parts of the 300-mile front are entirely favorable to the allies, and it is said now that the French have entirely favorable to the allies, and it is said now that the French have succeeded in throwing large masses of troops into the Argonne forest, penetrating as far as the Village of Melzicourt, effectually splitting the armies of the German crown prince on the east of the Argonne and the forces of the Duke of Wuertemberg on the west. Advices from Amsterdam state that General Helmuth Von Moltke, chief of the German general staff, is in a dying condition, and has been started for his home in Rerlin on a litter.

doubt we would doubt a strong northeast wind blowing. But we would doubt a strong northeast wind blowing. But we would doubt we would doubt we would doubt a would doubt we would doubt a would doubt a would doubt we would doubt a w

In spite of the Homeric efforts of the kaiser's armies, the drive southward from Flanders to Dunkirk and Calais seems destined to perish midway, after a terrible loss of life, and with nothing to show for the enterprise, not even a moral advantage. First the Belgians and latterly the Belgians supported by British and French have frustrated each new attempt to strike a decisive blow. The Flanders coast line from Ostend to the French border, for a distance of three miles inland, in free of the Converse drives away from the peers's fringe by the is free of the Germans, driven away from the ocean's fringe by the tremendous fire of the allied warships. But the invaders have planted artillery that commands every available approach for a flanking force from the naval contingent, and for the present a landing will not be

TROOPS CROSS YSER IN FORCE.

After ten days of the most stubborn fighting the Germans forced a passage of the Yser in the district lying from six to ten miles inland, and they are believed to hold the allied side of the stream for a stretch of about five miles. This, of course, was sufficient to permit bringing troops across the river in force. The final and successful assault of the Germans on the Belgian lines, when great masses of infantry and hundreds of heavy guns co-operated, is understood to have occurred

With the Belgians falling back in good order and contesting every foot of the way, British reinforcements reached their lines by noon Sunday, when the defence immediately stiffened and halted. A few hours later French infantry arrived in large numbers, and a re-offensive movement was started that has completely checked the German sive movment was started that has completely checked the German drive, and which has hemmed them in on two sides, with the River Yser behind and a solid defensive before them. A part of their forces are said to have been cut off by flying columns of French infantry, with a tremendous loss of life and many prisoners to the Germans. In fact, the number of killed and wounded in the great Flanders contest is far greater than either at the battle of the Aisne or the Marne. Yesterday's conflicts were characterized by many bayonet charges, in which the French and British more than sustained their reputation, never failing to gain ground after their heart-breaking rushes in the face of a destroying fire from rifles and machine guns. FIRST LINE FIGHTERS USED.

That the first line of Prussian troops is leading the advance from Flanders is the declaration of correspondents at the front. The representa-tive of The Daily News says, in this connection:

hiskered, paunchy men, and youths untried, as the tale has been told until one is ill of it, but stern, hard fighters of the first line."

The British army is ringing with praise of the French preparedness for the present situation along the Yser. Long before Antwerp fell, says Dame Rumor, the French staff foresaw the Germany manouevre to gain Dunkirk and tolled off corps after corps to rest and prepare for this action. Many of the men now on the Flanders fighting line are reserve troops who come into the fray almost fresh. Not only was infantry waiting, but adequate forces of cavalry and artillery. When the Germans came the Belgians met them and now that occasion demands, the armies of the republic are giving thrust for thrust with the men from over the Rhine. And all along the front is a sprinkling of British troops, who, despite their pitiable small-

ness of numbers, are giving a good account of themselves. ALLIES HOLD CARDINAL POINTS.

From Ypres to Roulers an action only less violent than that between Dixmude and Nieuport is under way. It is significant that all four of the towns named and all cardinal points are held by the allies.

The fighting on the second line mentioned began as an artillery ex-

change and concluded with desperate bayonet charges by the Germans. In fact, this order of battle is becoming such a regular thing that the troops on each side know that back of every heavy bombardment is a bayone charge. The moment the fire intensifies to the maximum is the moment the troops in the opposing trenches prepare for that other moment of mighty combat. Suddenly the bombardment ceases, to permit the forward infantry movement, and then come the hundreds of red-legged, gray-coated or khaki-clad men who sweep on to victory or glory.

Lille is another vortex in the kaleidoscopic battle front. Here the Germans have fought with desperate resolution to hold the French advance but without reward. British and French troops hold many points of vantage around the city and every attempt to upset their progress has so

Armentieres also remains securely in the hands of the Franco-British and the kaiser's commanders are fuming fruitlessly in an attempt to dislodge them. The town commands communication lines vital to the Germans and its occupation by the allies has stopped troop movements of vast

La Bassee witnesses events of much the same import. The town is the centre of a network of canals having immense strategic value. However, the German luck has been better in this vicinity and as the fruits of a week's fighting they hold several positions about La Bassee which the short time on board have made splendid success of their music. Last

West of Lens, and east of Arras, German assaults were checked thruout last night and today. Fighting is continuous in this district with the British and French tenaciously maintaining their ground.

The intensity of operations in Flanders and the scope of the conflict around Lille and along the Aisne have almost overshadowed the importance of operations on the French right wing. It would seem that the movement against the forces of the crown prince is at last in a fair way to a successful issue.

CROWN PRINCE IN DANGER.

After the battle of the Marne the Duke of Wuertemburg fell back to a position already prepared for his army on the west of the Argonne forest. The crown prince, however, kept hammering at Vitry-Le-Francois until his lines were in dire peril. He then retreated precipitately to a point east of the Argonne. It was the plan of German strategy for the two armies to effect a juncture in the forest. When the French pursuit came up their tacticians immediately grasped the situation and at once posted artillery and threw forward infantry masses that have consistently defeated this function. It will be remembered that the crown prince endeavored to drive thru a wild and desolate part of the Argonne, beyond the farthest point of the French advance. This effort was frustrated with great loss to the haughty German heir's force. But despite the success of the French in keeping apart the corps of the two leaders they have, until recently, been unable to effect anything like a decisive flanking movement thru the heavily wooded Argonne.

But within the past ten days, they have bent back the front of the German lines around St. Mihiel and taken positions east of that town on the road to Metz, which seriously imperil the Germans under Frederick William. If, as reported, the manoeuvre in the Argonne is successful, it would seem that a fatal hour has set in for the crown prince. Enveloped on three sides he will be compelled to fight on a triple front or retire hastily toward Luxemburg. This passage is thru an exceedingly difficult country and it is fair to assume that the French will fare as well, or better, country and it is real to assume the best roads. It is not improbable that the decisive engagement of the present front will be fought in the east rather than the west. Only a seven-mile gap remains open in the rear of the crown prince's army and two French forces from either side are advancing to close that gap. The taking of Melzicourt today was a

SPLENDID VOYAGE

High Spirits of Our Troops Reflected in Newsy Letter.

Big Convoy Greatest Thing in Canadian History, Declared Officer.

Account of Voyage Canadian Troops Sept. 26 to Oct. 15.

(By L. D. Anderson.)

We embarked on Sept. 26 and lay in the St Lawrence off Quebec until the 30th. While in the St. Lawrence our

were never neglected.

During the afternoon of Oct. 1 ships began slipping down the St. Lawrence, ocean-bound, and at 10 p.m., just as last post was being sounded, we swung around and followed in the wake of a score of other liners. A cheer went up as old Quebec nobly stood bidding us bon voyage, and on the wharf a group of citizens had submered as group of citizens had gathered and sang, "God be with you till we meet

Thirty-Four Liners There.
The morning of the 2nd we glided into Gaspe Bay and many a man rubbed his eyes to make sure he was awake when he mounted the deck in the morning. Not a score of liners, but 34, lay gently tugging at their anappars, while the sun rose over the patrolled the Atlantic in front of us,

After a consultation of the captains with Rear-Admiral ____, in charge of the convoy, the word was passed that we would heave to sea at 3 p.m. on the afternoon of the 4th and proceed at ten knots. Sharply at 3 p.m. after the cruisers, which had returned from their patrol, took up their position in front, our anchors were drawn and the R. M. S. Megantic took its position on the port column, with eleven thing following precisely belind: three the R. M. S. Megantic took its posi-tion on the port column, with eleven ships following precisely behind; three such columns, each ied by a cruiser and moving in order, passed out to sea at 4 p.m. Possibly in history a great fleet of liners was never as-sembled in such order before. With the dignified cruiser Felings leading the dignified cruiser Eclipse leading our column, we felt very proud to be the first ship in her rear. It was evident that our speed would not be creased over ten knots, as some of the ships, being of slower speed, could no make more. Hence we settled down to the thoro enjoyment of a long trip. On the third day at sea a burial took place from the S. S. Alaunia—a soldier bursting an artery in a coughing spell.

The weather was chilly, with a fair

sea running for several days, and many felt the uneasiness of a heaving or berth. This lasted only s few days and nearly all got their ser legs and and with returning energy appeared at every meal.

On the fifth day at sea we wer alarmed when our cruiser suddenly left her column and sped away off to the south, where a steamer had been sighted, but upon seeing our great convoy, turned and fied in terror. For two hours the Eclipse chased her and signaled that if she did not stop and tell her nationality, she would fire on her at sundown. The steamer realized then at sundown. The steamer realized then that the Eclipse and our convoy were British and signaled that she was the Montrose of Liverpool. We pictured the terror in the hearts of the passengers, thinking us to be the German navy let loose, with the "Bulldog" asleep. Various companies of the regiment gave concerts on different night, in the saloon dining-room, and great successes were scored. From apparently uncultured men one would have stirring selections as Kipling's "Charge of the Highland Brigade," 'Gunga Dhin" and barrack room bal-Many beautiful voices night "D" Company gave a splendid concert, at which Col. Curry made a

short address. He congratulated the men on their excellent discipline and behavior since embarking. He spoke of the prayers that had followed us from thousands in Canada and implored the men to be honorable and manly in their actions in England, and when we move on to the battlefield.
"You have been," he said, "one of an army that will be spoken of for generations." The greatest sight in all Canadian history has been going on daily around us in this great convoy and we are proud to number among those who answered the call to assist More Escorts.

On the 19th we heard that more warships were coming to our escort, and on the morning following the and on the morning following the Princess Royal, a super-dreadnought of the Edward VII. class passed our port side and took up her position away at our left. There she has since patroled, while away to our right a similar destroyer is located.

Yesterday afternoon the Princess suddenly turned in her course and ran away down to the rear of our great convoy; then it turned and came between our column and the centre. The troops crowded the decks and as the passed the British sailors hurrahed she passed the British sailors nurraned to the echo, which we returned many times. This, with the band playing on board the man-o-war, "It's a long way to Tipperary," caused great enthusiasm and everyone seemed happy.

During the hours of leisure the During the hours of leisure the troops lounge in the spacious decks, which have been nearly all thrown open, and if the weather will not per-mit, in their cabins or saloon. Here

carás and music pass the time, with books provided by the thoughtfulness of the Y.M.C.A. On board each ship is a secretary of the Y.M.C.A. While on board our ship we formed a "Megantic Y.M.C.A." This was organized on the poop deck, with Col. Penhale, president: Mr. C. Graham, secretary, on our second day at sea.

Church Services.

Three chaplains accompany our batialion, representing the Anglican, Methodist and Presbyterian. Every nicrning a short service is held on the deck and on Sundays services are held at the usual hours. These are well attended and the men are very sympathetic to any well meant attention. At this writing we do not know where we are to land and be situated, but it is expected that the convoy divide into three columns, the red, white, and blue, and proceed at full speed into ports. Bringing us all in at one port would require several days, and therefore it is reported as above. No mail has been received by any of the troops for three weeks and many letters no doubt will be walting for us. We will land, it is expected, Thursday, and rations are being prepared for us, for use on land. We are most thankful that to date no serious sickness has developed in the regiment, and, thanks to Major MacKenzie, colds

and, thanks to Major MacKenzie, colds and slight sickness have been carefully doctored and cheeked.

The 48th Highlanders are ready to do their duty and will stand together, officers and men, to a man, to support the cause of this war, and to Canada they will be a credit and an honor on the battleast. the battlefield.

GRAVELY INJURED

Charles Quinton Struck Down by Automobile Condition Reported Critical.

TRUE BILL FOR MURDER

James Robinson to Be Tried Today for Slaying Andrew Richardson.

By a Staff Reporter.

HAMILTON, Tuesday morning, Oct. 27. -Charles Quinton, 212 Balsam avenue, last evening. Mr. Quinton sustained secternally. He was taken to the City Hospital in the police ambulance, where condition is reported critical. Nearly Electrocuted.

Brown, charged with murdering Andrew Richardson at the Bethel Mission on Oct. 7 by slashing his throat with a razor.

Rev. Dr. Symonds Speaks.

Rev. Dr. Symonds, D.D., vicar of Christ Church Cathedral, Montreal, spoke at Canadian Club luncheon last evening on "Internationalism." He said that difficulty would be experienced in establishing a permanent peace after the present war.

was held last evening by the West Hamilton was held last evening by the West Hamilton Improvement Society at the Normal School. George Smith, president, occupied the chair, and Mayor Allan, Willoughby Ellis, chairman of the Hydro-Electric Commission; J. G. Cloke, Wm. Hancock and Mr. Kilvington presented the prizes, consisting of silver and bronze medals, as follows:

Mr. Pyper Aberdeen and Mt. Poper Mr. Pyper Aberdeen and Mt. Poper Line Pyper Line Py

Mr. Pyper, Aberdeen and Mt. Royal avenue; Mr. Grace, 10 Beulah avenue; Samuel Gage, 30 Crooks street; Mrs. Wm. Noble, 373 York street; William Brown. 38 North Pearl street; Mrs. Hawks, 84 Inchbury street: Mr. Marsh, 68 South Bay street; Mr. Edwards, 608 North James street; Mrs. Jones, 204 Homewood avenue: Mr. Hull, 295 Charlton avenue; Mr. Malcolmson, 33 Florence street; Mr. Cuip, 393
Aberdeen avenue; Miss Bradley, 125
North Locke street; Mr. Cliff, 100 Melborne street; Mrs. Gordon, 121 North
Locke street; Mr. Phelan, 42 South Pearl
street; Mrs. Reed, 455 York street; Mrs.
Davidson, 437 West Main street.

A musical program was rendered under

A musical program was rendered under the direction of Dr. C. L. M. Harris, which was contributed to by Miss Ethel Porteous, Miss Mabel Cline, Arthur Sykes, Miss Hida Raphael, Miss Irene Clark, Miss Lillian Lovell and Fred Harris. Gets Thousand As Damages.
One thousand dollars damages for injuries was awarded yesterday afternoon

Juries was awarded yesterday atternoon by Justice Kelly in the case of Wm. Dawson against the Hamilton Bridge Works.

Epworth Leagues Meet.

Hamilton district conference of Epworth Leagues was held in Centennary.
Church last evening. Addresses were delivered by Rev. G. H. Williams. J. Giles H. Pluman and Rev. J. C. Reid of Giles, H Pluman and Rev. J. C. Reid of

Wallaceburg.
Labor to Enter Field. In the by-election in West Hamilton, the fight will be waged, probably, between Labor and Conservative candidates only. Mayor Allan is the present choice of the Conservatives, but it is rumored that another Conservative may be nomi-nated. The Independent Labor people have not decided on their representative. W. R. Rollo Sam Landers and Ald. Wal-

Factories Secure Orders Hamilton manufacturers will share librally in the orders that the British and French war offices are placing in this country for army supplies and equipment It is estimated that the orders to be received by Hamilton firms will amount to over \$250,000, and will be divided among fifteen different firms.

Murder Trial Today.

The trial of James Robinson, allas Thomas Brown, who is accused of slaying Andrew Richardson in the Bethel Mission by slashing his throat, will proceed this morning before Justice Kelly. To Vote on License Reduction Secretary Williamson of the Hamilton Temperance Federation, announced yes-Temperance Federation, announced yes-terday that the petitions for a reduction of twelve liquor licenses in Hamilton had

The trial of James Robinson,

eccived the required ten per cent, signa-* Recruiting Proceeds. Recruiting Proceeds.

Recruiting for the second Canadian contingent is proceeding rapidly. It is estimated that both the 91st Highlanders and 13th Royals already have about 275

men on their rolls.

Wants to Secure Park, Wants to Secure Park,
George H. Wilds, chairman of the
works committee of the parks board is
making an effort to secure Oaklands
Park, on the north shore of the bay admaking an effort to secure Oaklands Park, on the north shore of the bay, ad-joining Wabassa Park, for a city park.

CANADA'S TROOPS DRILLED AND EXERCISED ALL DAY DANCED WHEN NIGHT CAME

Story of Most Remarkable Fe at in the History of Navigation Told by John A. Maclare n of The World Staff-How Story Grew That Two Tr ansports Were Sunk by Ger-

John A. Maclaren, one of The World's THREE - MACLAREN .. 6 ..

ON BOARD H. M. TRANSPORT entrain for Salisbury Plain to under-go stiff training before leaving for the

spects. The weather was phenomenal, especially for October, and except for one or two days there was very little roll to any of the ships. There was a German cruisers, which were supposed to be prowling about the Atlantic, but nothing of this character happened. The transports traveled in three straight columns, about one mile apart, and there was an interval of half a mile between each boat. A cruiser headed each line, while another brought up the rear. On either flank was a dreadnought. In all, 32 transports, four cruisers and two battleships steamed along the south of England. Before the boats reached their destination the cruisers and dreadnoughts abandoned their position which they had held for two weeks and left for had held for two weeks and left for

Quebec docks. First all the horses were taken from the camp to the river, then the artillery was moved and last of all the men. As each ship was loaded she weighed anchor and started down the river. On Wednesday morning, Sept. 30, the last transport drew away from the wharf. This was the Françonia heavily loaded with

On looking out of the cabin port holes on Friday morning we discover-ed that we had reached the rendezvous. The great fleet had gathered. The greatest force that ever crossed Prizes For Lawns and Yards.

The annual distribution of prizes for the best kept lawns and back yards in West Hamilton was held last evening by the grim and gray and grim and gray, were anchored in the east end, and scattered over the sunlit waters were 32 transports, including he "Canada," carrying a regiment of English regulars from Bermuda, which had been relieved by the Royal Canada Regiment. For 36 hours the boats were anchored in the basin, awaiting the arrival of the two stragglers the horse boats, which were making slow time on the river. Last Word of Farewell.

A government yacht poked her nose in the basin early Saturday morning and passed up and down the lines. On the bow stood Colonel the Hon. Sam Hughes waving farewell to the Canadian troops. "Good-bye boys," he shouted as the yacht steamed by each transport and there followed cheers from many thousand throats and sing ing of "It's a Long, Long Way to Tip perary," and patriotic airs. The yacht came to a standstill beside the Franconia, where the minister of militia held a conference with Colonel Victor Williams, commandent of the contingent as far as England. conference was under way Lieutenant K. A. Murray, O.C. of the Postal Corps, performed a task that has never While this before taken place at sea. Thousands of letters, newspapers and parcels, which had arrived late at Valcartier. and had been thrown on the headquarters boat at Quenec, were and distributed to every ship, and in this way all men had a last word from home before starting across the ocean.
The trans-Atlantic voyage began in the afternoon. One ship after another left Gaspe Basin for the sea. Just before dusk, when only a dim outline of Gaspe could be distinguished the convoy was formed. Three cruisers started out bow to bow and stretched out a mile from each other and then three columns were formed with eleven boats on the left, ten in the centre and eleven on the right. mile or so in the rear of the last troopship in the centre line could be seen another cruiser. The boats were half a mile apart, and this formation was adhered to for the whole journey until the channel was reached, and then

a gale sprang up and tossed the smaller ships out of their course. The Dreadnoughts Appear.
After two days had passed we saw huge battleship loom on the horizon. It was H.M.S. Glory, which ultimately turned and took up a position on the right flank. Five days later another battleship was seen, one of the greatest dreadnoughts of the British fleet. H.M.S. Queen Mary, which occupied a position on the left flank. And thus splendidly guarded against any attack during day or night the convoy headed for some destination that was unknown to any passenger. Finally when the south shore of England was

seen we knew.

A Gale the Last Day.

Shortly after the great adventure had begun, when many of the soldiers had had their last glimpse of Canada, the Royal George and Laurentic, with

This is being written on the last night on board. On looking out of a cabin window one may see dotted here and there for miles around boats which are struggling against tremendous odds to keep their courses. The Canada, which should be half a mile behind our vessel, is twice that distance and away to one side. The Royal Edward, which should be ahead, is out of the procession and away in the rear, because of trouble with her steering gear. In the distance are the low-set cruisers being huffeted and tossed. set cruisers being huffeted and tossed. The signaling lamps are winking messages from the bridges.

Nearly a Collision. Just an hour ago the greatest ex-citement of the journey was caused by a near collision. Three times the for a lifeboat and awaited the order to lower it. Just a few yards away could be seen a green light on the side of a cruiser. Suddenly the lights on her masts blinked for a moment and just then we knew how close we were to danger. The cruiser had turned from her course and was going to the rear to pick up the small boats held back by the storm and had almost run into the Franconia. The look-out noticed her approach just in the nick of time to give the signal. It was a moment tense with excitement, but it lasted enly a moment. Shortly after a dance was in progress in the lounge, the last dance, and down in the sergeants' mess the most successful concert of the trip was being held.

Worked the Men Hard.

From the day the long trip began the men were worked hard. Every soldier got in good condition at the camp and no one was allowed.

sounded at 5.30 a.m., and from then until dinner time every man had to stay on deck for physical exercises under instruction of Y.M.C.A. workers. For hours daily there was marching and running around the decks. All this helped to break up the monotony. At nine o'clock every man had to be in his hed. Unstairs on "A" deck

At nine o'clock every man had to be in his bed. Upstairs on "A" deck there were dancing and concerts one of the novel features was lifeboat drill. This was ordered on the first day out. A bugle sounded from the bridge and every officer, man and nurse ran for their cabins to get life belts and then back to the decks. Drills were held on severa! afternoons, and very soon they were done with splendid discipline and speed. Every man and woman on board was standing alongside his or her lifeboat, with a life belt tied on properly, on the last occasion within five minutes. This drill brought quickly to the mind the chances being taken on such a voyage, the possibility of attack.

"Man Overboard!"

On the second day the vessel came to a standstill at the cry of "Man Overboard!" A sailor had fallen from the Royal Edward and was being tossed about on a lifebooy that had been thrown from the Franconia. Very son a lifeboat had gone to his rescue

been thrown from the Franconia. Very soon a lifeboat had gone to his rea and within twenty minutes back at his post. It was a thrilling back at his post. It was a thrilling rescue at sea, the first ever seen by the majority of those on board. A few days later we heard that a New York paper had published a story that the Royal Edward and Franconia had been torpedoed by a German cruiser and sunk in mid-Atlantic. This report caused in mid-Atlantic. This report caused in mid-Atlantic. This report caused considerable worry among the passongers because of the great anxiety that would prevail at home. However, everyone relied on the fact that the Canadian papers would not make mencion of it until official word was received. The story, if printed in New York, was based on the finding of two lifebuoys from the Royal Edward and Franconla, which had been thrown to the drowned sailor and had been picked up by a steamer bound for New York. There was no way of denying this yarn, because wireless was not used except by the cruisers. We were entirely isolated. Any messages sent from England went to the saxies. entirely isolated. Any messages sent from England went to the flagship, and if of any importance to any of the transports, they were signaled by a flag during the day or a lamp at Lights Blanketed.
Early every evening all the portholes

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Men of York and Peel Regiments Have Little Trouble in Pass-

WARNING TO UNITED STATES.

Canadian Associated Press Cable.

LONDON, Oct. 26.—Apropos of the remarkable enthusiasm shown in Canada in raising the second contingent, The Yorkshire Post says: "Canada to the continuation of the continua adians are under no illusion what the triumph of Germany mean. They realize keenly that the free life of Canada is at stake and that the Monroe doctrine, for which the kaiser has a most profound contempt, would be treated merely as a scrap of paper.'

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E. PULLAN WASTE PAPER

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