

## 256,032 BOXES Sold in Three Months

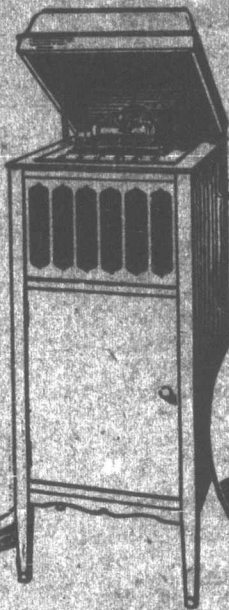
DURING the three months, June, July and August, 1920, no less than 256,032 boxes of Gin Pills were sold—convincing proof of their effectiveness in cases of kidney derangement or bladder weakness. Have you given them a trial?

They will Relieve your Suffering and ensure you A Future Free from Kidney Trouble.

Your Money Back, if they fail to help you. Sold everywhere, see a box. NATIONAL DRUG & CHEMICAL CO. OF CANADA, LIMITED, TORONTO.

## The AMBEROLA

is better—even though it does cost less



That is because it was produced by the world's greatest inventive genius. You wouldn't expect anything but the best from Thomas A. Edison.

## Edison's New Diamond AMBEROLA

is better because it is clear, pure and mellow in tone. Better because of the genuine diamond point reproducer that does away with the bother and expense of changing needles. Better because Amberol Records are practically unbreakable and last a lifetime.

And even though the Amberola is vastly superior to ordinary "talking machines" and commercial phonographs, it is remarkably low in price.

Come to our store and hear it. Make us prove that the Amberola is all we say it is.

"Three Days of Good Music—FREE"

If you can't call—phone or write us to deliver an Amberola and 12 records to your home for a three day trial free.

HENRY J. SEELEY

AGENT HARTLAND

## Less Troublesome Adjustments

As a rule the adjustment you get on a defective tire, doesn't quite satisfy you. Mainly, we suppose, because we are all men and want a little more than we are entitled to.

At even our most private opinions on the fairness of an adjustment, can find fault with the method of settling claims on Ames Holden "Auto-Shoes."

You are always right with ourselves and the manufacturer. We personally look after your interests. There is no needless red-tape, delay or argument in fixing our measure of responsibility and your compensation. Ames Holden "Auto-Shoes" are guaranteed against any defect in material or workmanship without time or mileage limit. They are adjusted on that basis without doubt or evasion.

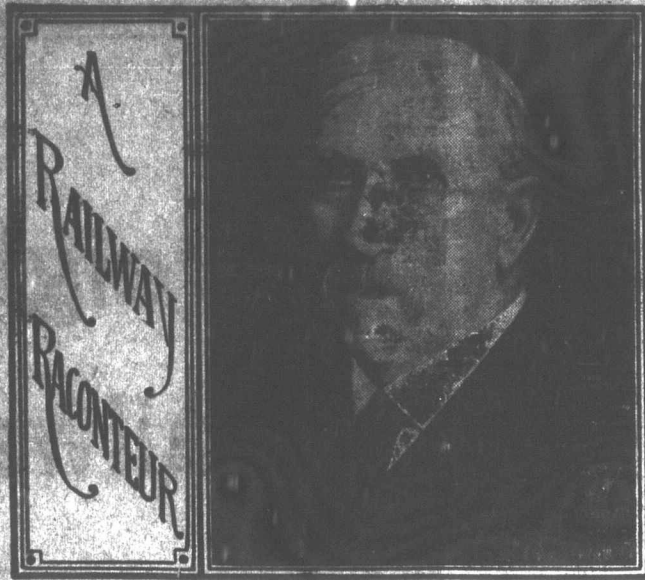
Come to us for

AMES HOLDEN "AUTO-SHOES"

Hard and Fabric Tires in All Standard Sizes

## Red Ball Garage

Arcostock - Hartland - Minto



George H. Ham

The birthdays of Mr. George H. Ham, of the C. P. R., have for many years past been observed by some function or other. If it was not a home-like dinner with a score or so of close friends, or a public banquet or a presentation, or an operation in a hospital, or a trip on a railway train, it was something else. This year's radical departure is being made from the ordinary August 23rd proceedings with the Musson Book Company of Toronto as sponsors for the innovation. On that day, this publishing company is issuing, "Reminiscences of a Raconteur," the author of which is Mr. Ham. In the articles which originally appeared in Maclean's Magazine, the author recalls incidents of his busy and by no means monotonous life from the infantile age of three down to the present day. The allotted three-score and ten of man is most interestingly covered. From his early boyhood days, he recounts events which include the Fenian Raids and the second Riel Rebellion, of chasing and being chased by wild Indians, of the bustling early days of Winnipeg and the West, of the Governors-General he has met, of the intrepid officers of the Hudson's Bay Company, of the Mormons with whom he mingled accompanied by the Canadian Women's Press, of which he is the only male member, and he writes entertainingly of banquets and banquets. He delves into the mysteries of Ouija and Planchette, and gives instances of

## SAFETY ON RAILWAYS



Statistics show that travelling on a railway is nowadays less hazardous than walking on the street—the percentage of fatalities steadily decreasing in spite of an increasing volume of traffic. In some tracks have been doubled and quadrupled; steel bridges and embankments replace wooden structures; air brakes and automatic couplers have superseded hand brakes and links and pins; steam heating and electric lighting have replaced gas stoves and oil lamps to the lamp post; steel construction throughout; underframes and car bodies, steel tyre wheels with continuous fastenings are standard for all up to date passenger equipment; air signalling devices replace the old ball code and engine cab gong; scores of other accessories, too numerous to mention, are now part and parcel of all modern rolling stock, all specially designed to ensure the desired goal—"Maximum Protection to Life and Property."

The greatest and most costly improvements have undoubtedly been carried out in connection with the permanent way and signalling systems. Steel rails of constantly increasing weight have superseded light iron ones; split switches have replaced the old stub switch; elaborate interlocking devices are installed at all points where railways cross at grade.

Everything tending to increased efficiency and safe operation, regardless of cost, has been done to an extent hardly appreciated by the travelling public generally.

In this great general advancement seemingly small matters have not been overlooked, special attention has been given to minor details conducive to the desired result—"Safety."

In addition to the usual "flagging" by trainmen with hand lamp and flag, the emergency signals most commonly used are the fuse and the track torpedo or fog-signal as it is generally called across the water.

The fuse, an excellent signal

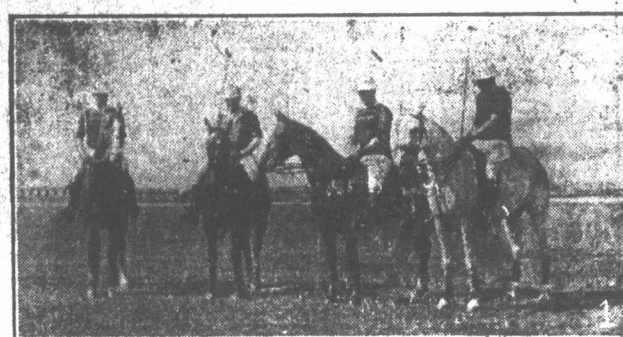
device for a definite period and a warning light of great brilliancy, is especially effective on dark and stormy nights, but not equally visible in daylight and in foggy weather, and not so popular among practical railwaymen as the Track Torpedo, which is more easily carried, promptly applied and meeting all conditions by day as well as by night.

Up to the present time the track torpedo appeared to one sense only, namely, hearing, and usually consisted of a pellet of a detonating compound, exploding with a loud report when crushed by the wheel of a locomotive or car passing over it. It was not sensitive enough to be exploded by light hand-car or section-men's lorries.

A new type of torpedo called the "Meteor" has recently been adopted by the Canadian Pacific Railway for use on its System from Atlantic to Pacific. The unreliable method of attaching the torpedo to the rail head by soft metal bands pressed into position, but frequently displaced, has been greatly improved by using a spring rail clip of inscribed steel or spring brass—gripping the rail head firmly and promptly applied. Furthermore, assurance has been made trebly sure—the new torpedo appeals to three senses instead of one, not only hearing, but seeing and smelling. It not only produces a loud report on detonation, but simultaneously a brilliant flash and pungent smell.

The new torpedo is completely waterproof—it will stand any atmospheric conditions of heat, moisture and frost. It has been subjected to one hundred hours immersion and one hour in moist steam at 120 deg. Fahr. without deterioration and has been used where the temperature was many degrees below zero with complete success. Special tests have been carried out to ascertain its holding power when placed in position on the rail, and for flying particles likely to cause injury to bystanders, with completely satisfactory results.

## Sports on the Pacific Coast

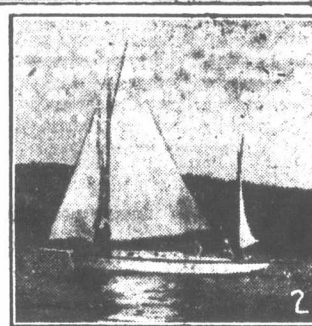


Surely there is no centre in the world where one can get such a variety of summer sports as in Vancouver, B.C. There are several excellent beaches for bathing, there are half a dozen different lots of public tennis-courts within the city limits; there are several golf-courses, baseball and lacrosse, a polo-ground out at Brighouse Park where recently the Vancouver team played teams from Kamloops and Calgary.

Saturday afternoon nearly always finds a couple of cricket matches being played at the beautiful grounds down at Brockton Point.

But the most popular of all amusements in Vancouver are motor-launching and yachting. The harbor down by the Yacht-club is dotted with pleasure boats of every size and build; motor-power boats from the little row-boat with an outboard motor fixed inside it right up the scale to the beautiful new launch from Seattle, 110 ft., built originally for a submarine chaser.

All the sailing boats turn out for the regattas held at various points along the coast. There are 16 "Kittens," 15 foot boats of the "Cat boat" class, the "Sir Tom" and the "Spirrit" of the "R" class, the "Minerva," a

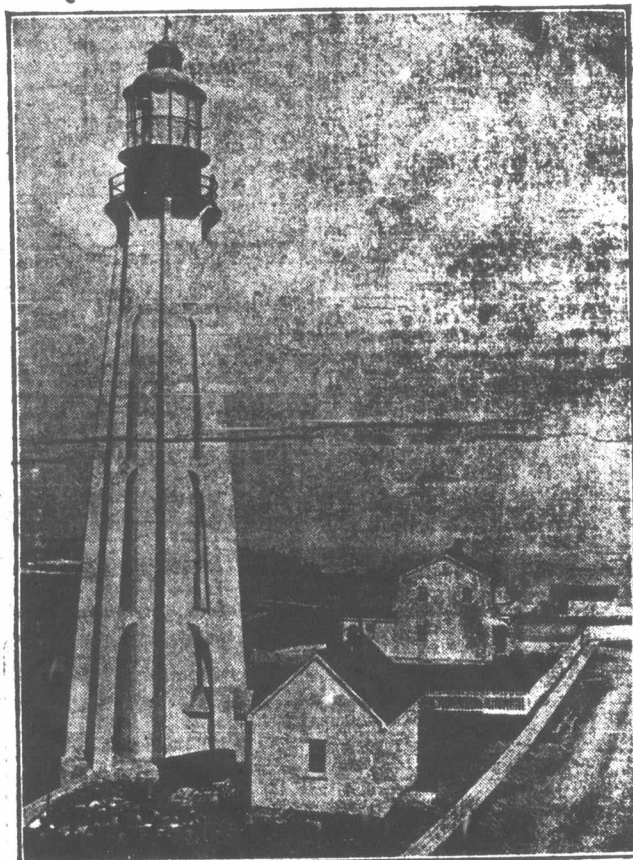


(1) The Vancouver Polo Team at Brighouse Park. (2) Sailing in Vancouver Harbor.

60 ft. yawl, the "Patricia," built specially for the Lipton Cup between Vancouver and Seattle, and the only boat on the Pacific Coast that has the Marconi rig.

But these are only a few of the hundreds of boats that dot the blue waters of Burrard Inlet or the more adventurous seas outside on a summer's afternoon.

## FATHER POINT



Father Point Lighthouse. Fogherne Station and Keeper's House.

Father Point is a little Quebec cape jutting out into the St. Lawrence where it is still an ocean. It is here that the immigrant from European countries during the summer months gets his first human touch with Canada and Canadians.

Father Point would not appeal to the ordinary tourist or holiday maker. It is off the beaten track and only reached by car from Rimouski. Its charm is merely that of hundreds of other French Canadian villages which are more accessible. The fresh breeze blow from off the St. Lawrence as they do upon countless other fishing villages along the river where. This place is a haven for the tired, the brain-taxed, the over-worked and neurotic in its meditative calm and brooding hush.

The great interest in the little hamlet is for those who go down to the sea in ships. Near the extremity of the point a modern lighthouse has been erected which each night flashes its warning light across twenty miles of water. In close proximity is the giant foghorn blasting its message when fog enshrouds the light. Upon the hill stands a wireless station which receives advice of every vessel entering the Gulf before it proceeds up the river. A coastguard and lifesaving station completes the precautions for the preservation of vessel and man upon the water.

But greatest interest centres in the "Eureka," the sturdy little government pilot boat which leaves its pier on the point to take out a river guide for all vessels going up to Quebec or Montreal. When the wireless report is received of the approach of a vessel all eyes are turned riverward and glasses and telescopes focussed upon the speck on the horizon following it as it takes shape over the rim of the sea.

Larger and larger looms up what turns out to be a giant passenger

liner of the Canadian Pacific bound with a heavy freight of human souls for the St. Lawrence ports. When about half a mile away or so the pilot boat leaves its pier and steams out to meet its mammoth sister. The pilot is, however, not the only man to go on board. There is the Inspector of Immigration, the Colonization Agent of the Canadian Pacific and the representatives of the passenger department of the same company, all having the same object, assisting the steamship passengers, preparing them for debarkation, and facilitating the actual landing. And so it is a goodly little number the pilot boat takes out on its short voyage.

It takes the speedy little craft but a short time to reach the big liner, now merely drifting with the tide and waiting its arrival, and with a deft little swing the glides gracefully alongside, the incongruity of the pair forcibly suggesting another interpretation of "Dignity and Impudence."

All the while the passengers are crowding the decks, and hanging in a dense mass over the side eagerly watching, wondering, and appraising.

The rope ladder is dropped from the liner and swings out from the side at each heave of the vessel. The pilot seizes it and climbs up hand over hand to be followed by the others who are to make the trip with the newcomers up the river. Remarks and light banter are interchanged, there is much waving of hands and fluttering of handkerchiefs, and the cheeriest of spirits prevails. Then the little boat pulls away, the Titan of the seas appears to recede, and in the echo of shouts and cheers the pilot boat turns her nose to the shore and faces and figures become obscure blurs.

R. L. C.

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