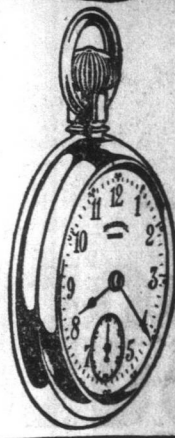


## 65 Million People Have Bought Ingersoll WATCHES



WHAT a great tribute to any article to say that more people have chosen it than any other!

Ingersolls have been chosen by 65 million people—in all parts of the world, in all walks of life.

The annual production of Ingersolls practically equals all other American makes combined.

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### Our Montreal Letter

(From Our Own Correspondent.)  
AUTO THEIVING BECOMING A PASTIME.

The stealing of automobiles is becoming a pastime. The craze has affected young boys, young men, and even the sailors in port are beginning to take a hand in the affair. Some days as many as seven are stolen. Two boys of 12 and 10 years stole an auto which was left in front of the Central Y.M.C.A. on Drummond Street, and going up Park Avenue the car struck a parked auto. Immediately an officer of the law saw the youthful driver and arrested him and his companion. In the Juvenile Court the youngster told the judge that a man invited them into the car to have a drive. When the boy of twelve started the car, the man jumped out and left them "to paddle their own canoe." The car was restored to its rightful owner.

In a dark spot on the St. Vincent de Paul road, nearly half a mile beyond the Riviere des Prairies, three armed men at 12.45 in the morning held up a man who was driving into town from the country, robbed him of his auto and a number of bills. The victim was obliged to walk over a mile to report the affair at the nearest police station.

A well known restaurateur of Notre Dame Street was returning to his home at Notre Dame de Grace, when five men sprang from an auto, beat him with the butt end of their revolvers, robbed him of \$800 worth of money and jewelry, and then threw him in the bushes, where he was picked up some hours later and conveyed to the Royal Victoria Hospital, where he had to spend a couple of days to have his wounds dressed and recover from the shock. The car in which the thugs rode was supposed

to be a stolen one, probably the one stolen on the St. Vincent de Paul Rd. Three sailors stole a car from Youville Square, and were proceeding along without lights, when two officers of the Headquarters Station met them.

"Turn on your lights," shouted the officers. The seamen attempted to obey the command, but without success, and the policemen approached, and asked to see the driver's registration card. It, however, had been mislaid, and accordingly the trio were brought along to the station.

A few minutes later, Romeo Marler, 1244 City Hall Avenue, telephoned the police that his automobile, a Ford touring, had been stolen from Youville Square.

### A SAILOR MEETS DEATH AT HIS POST.

When the stop-valve attached to a steam pipe on board S.S. King Gold-wallen exploded it cost John Fortis, a fireman, his life. At the Coroner's inquest it was impossible to learn what caused the accident.

When the valve was blown off Fortis and three other firemen were stoking the furnaces below the boiler room. The stock-hold where they labored was instantly flooded with blinding steam. Three of them fought their way to safety, but Fortis was overcome and died of scalding and asphyxiation.

The victim was a Portuguese African, aged 37. He had sailed for four years with the vessel in the capacity of fireman.

### THE TOLL OF CANCER STILL GROWING.

While the population of the province of Quebec has increased by less than fifty per cent. in the last quarter of a century, the number of vic-

times falling before the scourge of cancer has considerably more than doubled, according to figures supplied by the department of health. In Montreal alone in the past two months, ninety-four sufferers died from cancer, a figure approximating closely to the record of the "white plague" in the same period.

In this connection, the department of health sends out a warning to persons who fear that they may have contracted the malady. "See your doctor at once if you have the least suspicion. He may be able to prolong your life many years," is the advice broadcast by the department in an effort to cope with the present alarming situation.

The disease is difficult to diagnose in its earlier stages, but in many cases may be cured if discovered before it has reached malignant proportions. Many forms of cancer of the face and mouth have been arrested and cured by surgical operations, where the disease was attacked before becoming deep-rooted.

"If you suffer from loss of appetite, accompanied by indigestion and pallor of the skin consult your doctor at once," declares the health department. The disease is not contagious; its causes have not yet been definitely traced by medical authorities. It may be hereditary but may also attack persons in whose family it has not previously made an appearance.

Statistics for the past twenty-six years as follows show the alarming proportions which the malady has reached:

1895-99	2,623 deaths
1900-04	2,952 "
1905-09	3,692 "
1910-14	4,669 "
1915-19	5,551 "
1920-21	2,000 "

### IS ONTARIO SICK OF PROHIBITION?

The following editorial taken from the Kingston Canadian Freeman on Prohibition, says:

The government is to be congratulated on the clearness of the ballot to be submitted to the people of Ontario at the liquor plebiscite on October 23. The answer ought to settle this vexed problem one way or the other. Every person qualified to vote should do so. If a majority decide against Prohibition, the Government can be trusted to give us the same legislation that the people desire; if a majority decide for Prohibition, the Government will be strengthened in its attempt to enforce the law.

In this connection the following editorial from the Catholic Weekly Review, America, is of interest:

We Americans are surely a great people. Few of us will deny it. We have more laws, jails, schools, and criminals, than any country in the world. Some of our laws disregard human rights as well as the physical law, and our public schools disregard the claims of God over His children, but these facts do not affect our greatness. We thank God that we are not like other people, particularly that publican star off on the border, the Dominion of Canada. But it would be well for us were we like Canada, which, after a delirium of Prohibition by law established, is gradually returning to the system of Government control.

In Canada Government control means precisely government control. In the United States, we have a contrast made possible by the Volstead law. It is that of the bootlegger and the Federal officer, fighting by day and by night, by sea and by land, a battle for control of which the outcome is still doubtful.

At present Ontario with the three small Maritime Provinces, are the sole "dry" Provinces in Canada, and in October Ontario will vote to retain or reject Prohibition. The same unwholesome mixture of politics and fanaticism, which gave rise to the anti-saloon league in the United States, is active in the Province, yet it seems probable that the citizens of Ontario are veering toward the Quebec plan of Government regulation. Saskatchewan definitely abandoned Prohibition in July. As Mr. J. A. Cameron, of Montreal, pointed out in his articles on the Quebec plan published in America last April, Canadians are beginning to understand that as an aid to temperance Prohibition is a wretched failure.

In an interesting letter to the New York Times, Mr. Hamilton Butler of Regina enumerates a few of the reasons which induced his fellow-citizens to end "the farce of Prohibition." They discovered that Prohibition should not be made to prohibit; that it violated personal liberties and created a contempt for law; that it did not promote temperance, and, finally, that "it was creating a large and influential class of hypocrites in the body politic."

The Canadians are willing to face the facts and to change their legislation when it is shown to be harmful or defective. How many years of crime and disorder must pass over our heads before we will admit the evils actually fostered by the Volstead law and similar enactments and set ourselves the task of removing them? R. J. LOUIS CUDDIHY.

Serve a baked cornmeal cocoonut pudding with hard sauce.  
Season shrimp salad with chopped celery and a little nutmeg.



## It's Different!

Try a tin of Fry's Pure Breakfast Cocoa—to-day. You will enjoy that delicious chocolate flavour so much that you will not want to go back to any other cocoa. It's different.

Everybody likes Fry's, from the children to the old folk. And it is really good for all—rich in nourishment, invigorating, strengthening, sustaining. True, it ought to be good—it has been continually improved for nearly 200 years.



## Unclaimed Letters List G.P.O.

A Andrew, J. C., P. O. Box 163 Andrews, Mrs. C., Duckworth St.	Little, Miss B., St. John's McDonald, Miss C., St. John's McGrath, Mrs. M.
B Beck, J. R., (late) Argenta Bennett, Patrick, Carter's Hill Breen, Miss B., New Gower St. Biddle, Miss G., St. John's Boyd, Mrs. C., Flower Hill Brown, Mrs. Jas., Duckworth St. Brough, Miss H., General Delivery	C Cole, Miss B., Monkstown Rd. Crocker, Miss L., Pennywell Rd.
D Day, Mr. Chas., Franklin's Agency Day, Mrs. Joshua, Gower St. Duggan, Miss Isabel, St. John's	E Ellis, Miss E., P. O. Box 417 Elliott, Miss E., Terra Nova Hotel
F Garland, Miss E., St. John's Grandy, Mrs., Long Pond Rd. Grant, Jas. F., c/o General Delivery Gardiner, Miss S., Codner's Lane Green, Miss E., St. John's George, Mrs. R., LeMarchant Rd. Gillis, D. J., c/o P. O.	G Hearn, Mr. C., late Ayre & Sons Hefford, Mr. Lewis, c/o G.P. Office Hefford, Mr. Peter, c/o G.P. Office Hynes, Miss Mary, Water St. Hicchock, Edith L., St. John's Hussey, Mr. Harry, Reid Nfld. Co.
J Jackson, G., c/o G. Delivery	K Kassob, George. "Important," see Chief Clerk
K Kearney, Miss M. A., St. John's Kevanah, John, Carter's Hill King, Miss R., Freshwater Rd.	L Lacey, Mr. John, Holloway St.
L Lacey, Mr. John, Holloway St.	M Mackay, Miss M. E., Monroe St. Mackay, Miss M., Pleasant St. Skid, Mr. E., St. John's Squires, R. C., c/o G.P.O. Squires, Mr. B., South Side Sullivan, J. M., Duckworth St. Summers, Miss, Sunnyside.
N Nelson, Mr. A., Cabot St. Tizard, Mr. Jas., Gower St. Toope, Mr. E., c/o G.P.O. Trivier, Mr. C., G. Delivery	O O'Neill, Mr. R., Queen St. O'Neill, Mr. R., Duckworth St.
P Pafford, Miss E., Water St. Pardy, B. P., c/o G.P.O. Price, Mr. E., G.P. Office.	R Rose, Miss E., Military Rd. Roberts, Mr. C., Bond St. Rowe, Miss L., Methodist College Rupp, Mr., Water St. West
S Saunders, Miss M. E., Monroe St. Sparks, Miss M., Pleasant St. Skid, Mr. E., St. John's Squires, R. C., c/o G.P.O. Squires, Mr. B., South Side Sullivan, J. M., Duckworth St. Summers, Miss, Sunnyside.	T Taylor, Mr. A., Cabot St. Tizard, Mr. Jas., Gower St. Toope, Mr. E., c/o G.P.O. Trivier, Mr. C., G. Delivery
W Waterville, Miss F., Queen's Rd. Walsh, Mr. B., Allendale Rd. Walsh, Miss N., c/o Southcott Hospital Webb, Mr. Wm., Freshwater Rd. Webster, Harry, St. John's Wells, Miss D., Allendale Rd. Winsor, J. T., St. John's White, Miss E. B., Allendale Rd. Webster, W. G., Box 121.	

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### London's Automatic Postal Tube Service

The British Post Office Department is preparing to open for business a tube which was completed some years ago, running seventy to eighty feet below the surface of London from Paddington Station under the central portion of London to the East End in the White Chapel district a distance of six and one-half miles. The tunnels between stations are 8 feet in internal diameter and carry two tracks, each of 2 foot gauge for up and down traffic. The stations have been excavated at big junction points up to dimensions of two sections of 25 feet. A station will consist of an island platform arranged in two sections, between which will be placed a control cabin and the elevators and conveying appliances that have been especially designed to suit the different classes of postal matter which have to be dealt with between the station platforms and the postal buildings above. According to advice received by the Bankers Trust Company of New York from its British Information Service, the noteworthy feature of the scheme is the decision to dispense with the services of motormen on the trains and to rely entirely on a system of remote control. This method of operation has been the intention since the inception of the scheme more than ten years ago. In order to test the possibilities of various methods of automatic control, much experimental work was carried out on a specially arranged track at Woolwich. These tests gave valuable information upon which the scheme finally adopted is based. There will be steel cars, 90 in number, which may be used either singly or in trains of two or three cars, each carrying a load of 1120 pounds. The cars will be of the four wheel type, each car having two direct-current series-wound motors connected for permanent parallel operation, each with a resistance permanently in circuit. The armatures and series field coils of the motors will be energized from a conductor rail for each track. The conductor rails will be supplied at two voltages so as to give running speeds of about 8 and 35 miles an hour. The control of the train as it comes to rest at a platform or passes through a station will be such as not to require the continuous attention of the switchman. The position in the tunnels and the destination of each train will be notified to this switchman on an illuminated diagram in the control cabin at the railway stations. The switchman will then arrange to receive the train. On approaching the station, the train, if it is required to stop at the station, will pass to a braking section which is normally dead, then to sections in which the pressure of the conductor rail is reduced to give a speed of about 8 miles an hour, and finally to a dead section within the station, where the brakes will be applied automatically and the train brought to rest. At stations the postal traffic will be dealt with almost entirely by mechanical power. There will be spiral chutes for downward traffic at each station and elevators for upward traffic, and at the big stations the plans for handling traffic include the installation underneath the platform of electrically operated conveyor bands which will deliver the bucket elevators. The line capacity on a basis of a two minute headway is 45 tons an hour of postal matter in each direction. Ample provision has been made not only for present requirements but for future years.

See the line in Ladies' High Laced Boots now offering at BOWRING'S, at One Dollar and Ninety Five Cents pair, less than half the value.—oct13.31

### Bobbs Old and New

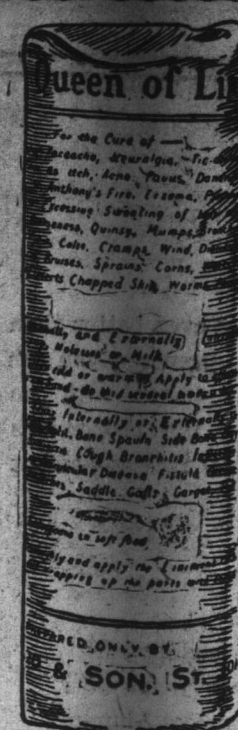
We think of bobbed hair as something new. As a matter of fact it is not. No less a person than the first Napoleon set the fashion long, long ago. Napoleon liked short hair. He wore his own short, and one fine day he ordered the army to cut its hair, and the women of the court, following the pace set by the marshals of France cut their locks also.

However, the style so far as the women went did not last long, for before the Empire collapsed the French ladies of fashion had reverted to the elaborate head dress, including a great deal of their own hair added to a lot that at one period had belonged to other people.

There is at least one thing to the credit of the French Revolution; it did away, banished so to speak, such refinements as long hair and wigs among the men of that country. Women of that day could if they liked wear their hair long, but such styles among men were taboo from the revolutionists' point of view. Long hair smelled of heaven of the aristocracy, and being an aristocrat, and much less advertising the fact, was not conducive to longevity in these hectic days.

In England, Charles II set the fashion for long hair, the elaborate wigs, while Cromwell, whose characteristic hair cut had a hint of the severe shingle in it, broke the wig habit along with a lot of heads.

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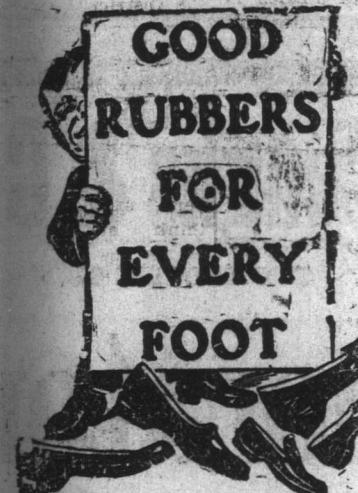
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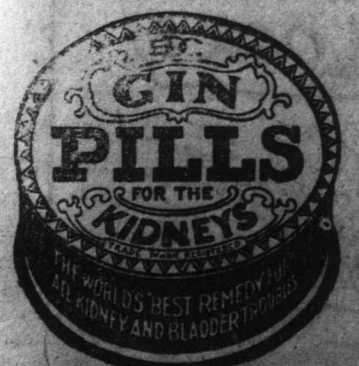
## Thanks Gin Pills for excellent health

An ex-alderman of the city of Hamilton tells an interesting story.

"I have been unable to rest at night with pains around my kidneys and through the small of my back, at times so bad that I was unable to rise from bed without assistance. The trouble so affected my kidneys that urination was at times difficult, and at other times so frequent as to cause me great inconvenience. I started on a course of Gin Pills and before I had taken half a box I felt relief. Before I had completed the second box the pains had left my back and I felt quite restored and well again. I attribute my present excellent health entirely to Gin Pills."—J. S. Lillis, Hamilton, Ont.

This letter surely offers conclusive proof of the efficacy of Gin Pills.

Can you ever fail to bring relief to sufferers with disordered kidneys. If you suffer from kidney trouble—if you have backaches, pain in the back, rheumatism, do not neglect to take Gin Pills to-day and say good-bye to your troubles.



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