# MC 2035 POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, OCTOBER 25, 1913

## Mutt and Jeff -- As a Cook, Mutt Can Make a Door Knob Taste Like a Goldsish -- By "Bud" Fisher (COPYRIGHT, 1915, BY H. C. FI SHER-TRADE MARK REGISTERED IN CANADA.)









### BRITISH SINK GERMAN CRUISER; SUNDAY NIGHT WAR CABLES CHEERFUL

The Prinz Adalbert, to which class this craft belongs, is a cruiser of 8,858 ms displacement, was built at Kiel and completed in 1902 at a cost of \$885,000.

algarians in the direction of Rabrovo. That village, which is fourteen kilo-

Our losses were very small."

Nish, Oct. 23, via London, Oct. 24—An offici
by the Serbian general headquarters staff says:

London, Oct. 25-An interesting ac-

the other a private of a British light infantry regiment, has just come to light through an audience granted by the king at Buckingham Palace to Sergt. Birley and Pte. Haworth.

King George personally questioned the two soldiers at great length regarding their escape. The story told by Sergt. Birley was particularly interesting:—

Roughly Treated

"It took us just four days and five nights to get free of German soil after we had once broken out of our prison at Westphalia," the sergeant said: "I went to the front with my regiment, the lst Gloucesters, as soon as the war broke out, and was captured on Oct. 29, 1914, near Ypres. On the way to the prison camp in Westphalia we were pretty roughly treated. One night fifty-three of us were locked in a church and had nothing to eat for more than twenty-four hours. At last they emptied a basket of mouldy bread onto the floor and left us a bucket of water. During the train journey fifty-three of us were crammed into a closed railway van for fifty-six hours. Only once were we allowed to get out, and that for a few minutes. For food we had scraps of bread.

"At the camp I made several plans for scaping, but never got a favorable opportunity. I managed to get myself transferred to another camp and there began my plans which have succeeded so

well.

"It was not an easy matter. The camp was, of course, surrounded by high barbed wire fencing. On each of its four fronts a sentry was posted, and at night four powerful acetylene lamps lighted up the whole of the camp.

"The great night eame. We waited till one of the sentries had his back turned and then wriggled on our stomachs to the fencing. I then managed to sever one strand of the fence, and, to my mind, the tang of it made the greatest noise I've ever heard. But the sentry walked on. With beating heart I snapped the second strand. That made an awful noise. Still the sentry walked on. Then we crawled out, free men. I am glad we outwitted that sentry, as he had caused us a lot of trouble.

"We had to crawl for 100 yards before we could get any sort of shelter, and then we moved away as quickly as we could in the circumstances. During the night a compass which I had was a real friend.

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"It wasn't safe to travel by day. Although we had plenty of tobacco, I had laid it down that there was to be no smoking day or night until we were out of the country. The smell of English tobacco might easily put an inquisitive German on our track. German on our track.

"When we actually crossed the frontier into Holland we were in a pretty bad condition, so cramped with sleeping out in the wet and our feet swollen and bleeding we could hardly stand. The first Dutch farmhouse was a God-send."





