

You have a bad cold!

Then listen! Cold attacks the lungs and the breathing passages. To cure it you need to get at these organs direct. Ordinary cough mixtures and syrups do not touch the lungs, but go direct to your stomach, which is not the seat of the trouble.

Peps are tablets containing essence and medicinal ingredients so prepared that when placed upon the tongue they immediately turn into vapor, and are carried down the inflamed air passages to the lungs, direct.

Peps medicine takes the form of healing vapor, and cures coughs, colds, bronchitis and lung troubles, just as living in Pine woods and breathing Pine's den air prevents consumption and cures chest weakness. Tightness across the chest, pain between the shoulders, hacking cough, sore throat, asthma and bronchitis are the ailments which, in particular, Peps have been designed to cure. Peps will soon rid you of your bad cold.

Testimonials for Peps have been given by members of the Canadian Parliament, doctors, lawyers, eminent Canadian musicians; all going to prove that Peps have been found a cure for throat and chest trouble, often when other remedies had entirely failed.

FREE TRIAL.—Cut out this article and send it to Peps Co., 1000 St. Patrick St., Toronto, and we will send you a free trial package of Peps. All druggists and stores sell Peps, 50c box or 3 for \$1.25. See the name Peps (four letters only) before buying.

PEPS

To-Day's Messages.

10.50 A.M.

RUSSIAN EXPORTS TO U. S.
PETROGRAD, To-Day.
The Government has authorized the exportation to the United States of all merchandise heretofore prohibited owing to the exigencies of war.

COMPARATIVE FIGURES.
LONDON, To-Day.
In the previous week 14 vessels over 1000 tons and 2 under that tonnage and 3 fishing ships were sunk.

NOT A POPULAR JOB.
AMSTERDAM, To-Day.
With a view to saving what the newspaper calls "His sinking Chancellorship," Dr. Imperial German Chancellor, according to the Boersen Zeitung of Berlin, offered Friedrich Von Payer the post of Vice-Chancellor held by Dr. Helfferich. The paper adds that Von Payer, who is a progressive member of the Reichstag, declined to accept the portfolio.

GERMANS IN FULL POSSESSION OF OESSEL ISLAND.

Although American torpedo boat destroyers have covered nearly a million miles since the States entered the war, crossing the ocean, conveying ships and chasing submarines, only recently has a German submarine succeeded in damaging one of them with a torpedo. The attack occurred somewhere within the war zone last Tuesday, but though the destroyer was badly damaged she was able to make port. One man, the gunner's mate, was killed, being blown into the sea by the force of the explosion of the torpedo, and five other men were wounded. The Germans are entirely in possession of the island of Oesel at the head of the Gulf of Riga and the Russian forces still there are cut off from communication with Petrograd. Small naval engagements continue in the adjacent waters. German aircraft are carrying out reconnaissance over the islands in the Gulf of Riga and over the mainland to the east. Perina, an important Gulf port, has been bombed by the German naval airships. The Berlin War Office announces that large quantities of booty were captured on Oesel and that more than 1100 prisoners were taken by the Germans on Wednesday. On the mainland to the south of Riga there has been considerable activity on the part of the Germans, who at one point endeavored to throw a pontoon bridge over the Dvina River. The Russian artillery, however, prevented the bridging of the stream. A report which, if true, probably indicates that the Germans are preparing for a big naval demonstration against the Russians from the Baltic comes from Malmo, in southern Sweden. It says that a large number of German war craft were observed on Monday and Tuesday and that the belief prevails that they were reinforcements for the German Baltic fleet. As yet the expected renewal of the great offensive by the British and French troops in Belgium has not eventuated. Heavy bombardments and reconnoitering have occurred. There has been a noticeable return to bombing operations by the British airmen in Belgium and across the line in

Every Bit a Food!
Grape-Nuts
IS REAL
BODY-BUILDING
NUTRITION

Germany and by the Germans against French positions. British aviators have dropped tons of bombs on Bruges and also have loosed explosives on a factory near Saarbrücken, Germany, while the Germans have bombed Nancy and Dunkirk, at the former place killing ten persons and wounding forty.

MAGNIFICENT DONATION FROM AMERICAN RED CROSS.

LONDON, To-Day.
The list of contributions made public to-day in connection with "Our Day" Collection in behalf of the British Red Cross which will be made to-day, is led by a gift of £220,000 from the American Red Cross. Of this amount £50,000 is for the relief and comfort of the sick and wounded in hospitals and casualty clearing stations and in line of communications where the British forces are fighting; £50,000 is for the maintenance of auxiliary hospitals and convalescent homes in England; and £100,000 is for institutions in Great Britain devoted to orthopedic and facial treatment and general restorative work for disabled British soldiers. In a letter accompanying the gift, Major Gray, M. P. Murphy, head of the American Red Cross Commission in Europe, praised the work of the British Red Cross and added, "We hope that you will accept our contribution as an earnest of the desire of our people to begin to take our share of the burden of the war which your forces have waged for three years on behalf of the whole civilized world." Other contributions announced include £10,000 from King George, £1,000 from Queen Mary and £25,000 from the Prince of Wales.

CANADIAN V. C.'S.

LONDON, To-Day.
The names of two Canadians appear in the latest list of Victoria Crosses awarded. They are Sergt. Frederick Holston and Pte. Harry Brown, both of the infantry. The awards are posthumous, both having been killed in the action which won them the crosses.

MORE HUN BRUTALITY.

KINGSTON, Ont., To-Day.
Sergeant Anderson, of the second battalion, tells a horrible tale of the Prussian soldier, he says: "Lieutenant Bert Briston of Brockville was spiked with bayonets to a door which left to die. Anderson's company found him lifeless when they arrived on the scene."

THE DECIMAL SYSTEM.

LONDON, To-Day.
In the Commons yesterday Mr. King asked whether the problem of the Decimal System, either of weights and measures or currency, was being considered with a view to the introduction of changes likely to facilitate National Trade and simplify accounts and manufacturing processes after War. Hon. Dr. Addison replied: "I understand the question is being considered by the Committee on Commercial and Industrial Policy after the War."

THREE HUN SEAPLANES BROUGHT DOWN.

LONDON, To-Day.
The British Admiralty last night issued the following statement: During yesterday's patrols were carried out by the Royal Naval Air Service, several enemy formations being encountered. One enemy seaplane was downed and seen to crash. Two other enemy machines probably were destroyed.

GERMANY SPEEDING UP BATTLE-PLANE BUILDING.

LONDON, To-Day.
The following facts, which have come to the knowledge of the French staff, illustrate the vital importance of air supremacy for the allies. Germany is straining every nerve in anticipation of America's new air squadron and the Allies' spring air offensive. The number of German battle planes is being doubled during the winter and the motor building factories throughout Germany are enlarging their plants and increasing their labour quantities. Three seaplanes with two sixty-horse-power engines and bombing machines are being built capable of carrying eighteen hundred weight of bombs and climbing 12,000 feet in 35 minutes. New models of every type are being feverishly produced, they include a new all metal machine for co-operation with the infantry. A big German machine which recently landed in Holland was fitted with an electric installation for the purpose of warning the aviator. Simultaneously the Germans are greatly augmenting the personnel of their air services and are encouraging transfers to this branch. A captured report issued by General Ludendorff states: "The Allies are employing airplanes enormously with a view to the great battles of the future. We should be wrong to overlook and wear out our air formations which would be then inferior to our enemies. The information must be told, it is impossible to prevent the enemy from coming over our lines. The aircraft must be used all the time. Germany must have as many machines as her enemies for the great spring movement."

GERMAN NAVY WEAKENING.

LONDON, To-Day.
High naval authorities state that there is considerable evidence of weakness of the crews of German battleships by revolution and traces of sailors on the Western front. Recently a battleship crew was made up of five hundred men were drafted as soldiers, this is the result of shortage of men rather than a punitive measure. Following naval dissatisfaction the places left vacant have been filled by conscripts.

If you need stylish, perfect-fitting and well-made clothes—in Suit or Overcoat—and reliable Cleaning and Pressing, call or phone SPURRELL, 365 Water Street. Phone 574.—cod.t

MINARD'S LINIMENT CURES DYPHTHERIA.

SEATS FOR ENTIRE WEEK ON SALE THURSDAY AT 10 A.M.

STARTING MONDAY, OCTOBER 22ND—3 ENTIRE CHANGES EACH WEEK—3.

"Gladys Klark" and Associate Players.

LIST OF PLAYS—"Peggy O'Moore", "Common Clay", "A Pair of Sixes", "Law of the Land", "The Rosary", "The Woman He Married", "Paid in Full", "Inside the Lines", "Fine Feathers", "Bought and Paid For", "Believe Me Xantippe", "The Tiger and the Lamb".

NIGHT PRICES—20c, 30c, 50c, and 75c. MATINEE PRICES—10c, 25c, and 30c.

SEAT SALE OPENS AT FRED. V. CHESMAN'S OFFICE, 178 WATER STREET, THURSDAY AT 10 A.M.

4 HIGH-CLASS VAUDEVILLE ACTS—4. NO WAITS—A CONTINUOUS SHOW. CASINO THEATRE.

Trial of Private Parker, Continued.

YESTERDAY AFTERNOON.

The hearing of the evidence in the case of the King vs. Parker was resumed at 2.30 yesterday afternoon when Pte. Aiden Hogan was called and gave evidence. He testified that at 1 p.m. on Sunday, the day of the tragedy, Parker, Sergt. Major Gardner and Baker, the chauffeur, called at Waterloo Hall and picked him up in the car owned by the accused. They drove back to town and, stopping at the Cross Roads, telephoned Private Curran, whom they afterwards picked up, and then proceeded to the Armoury. From there they motored towards the Goules where they came across Charles Slater, whose auto had broken down. Parker started to come back to Dodd's garage to get a tube for Slater's car and en route met Mr. Dodd and gave him the instructions. He then returned to Walsh's at the Goules. From there Parker made a short run out the road with several civilians, then back part of the way and then out again. Wm. Snow, who was on the running board, jumped off before Doyle's Bridge was reached. After crossing the bridge Parker swore at the brakes. About 80 yards ahead witness saw a woman and two children, and when about 20 yards from them shouted to the accused, "My God, Jack, look out!" Parker said, "Hold on, boys," and the next instant they were in the ditch. Parker jumped out and picking up the woman shouted, "Get a doctor." When asked if Parker was drunk, witness replied in the negative.

Wm. Baker, chauffeur, was the next witness, and in giving evidence stated that, acting under instructions from Parker, he got the car ready at 1.30 a.m. and drove it to the Armoury where he waited till shortly after 12 o'clock, when Parker and Gardner came along. They proceeded from there to Waterloo Hall for Hogan, and on returning to the city to telephone for Pte. Curran, he, Baker, was dropped. Sergt. Major Gardner was the next witness, and after giving evidence as to the visit to the Armoury described the accident. After crossing Doyle's Bridge he saw a woman and two children coming towards the car, three or four feet from the right side of the road. He shouted a warning. The woman ran towards the ditch, then out to the centre of the road and back again, as far as he thought, in front of the car. They all jumped out of the car together. He picked up the child and brought it to the city to a house, where he remained some time before coming on to town.

At 6 o'clock the Court took recess till 7.30, when Gardner's evidence was concluded. L. C. Curran, Nath. Joyce and Fred. Chafe were the next witnesses, their respective evidence dealing with the car, marks on the bridge and scene of the tragedy. At 10.50 the Court adjourned.

THIS MORNING'S PROCEEDINGS.

Henry Williams, fisherman, who lives about 200 yards from the scene of the tragedy, said: "I saw Samuel Chafe come up the road and he told me to run quick, that Ethel was killed. I first saw the body of a woman near the drain. Two men were there. I took them to be volunteers. One volunteer was in the drain and the other leaning against the car; the latter wore a disfigured boot. I said to the man that was assisting the woman, 'step back; you are like a man in the horrors.' I told a man to run up to my express and bring a mattress as quick as possible. They did not get mine, but got another one. I asked the man with the disfigured boot if he owned the car. He said 'no.' I did not identify the accused. I had no further conversation with the volunteers. James Howlett assisted me in placing the body on the express and brought it to the house. My whole attention was occupied with the woman."

Cross-examined by Mr. Higgins, he said: "No other person was there but volunteers at first, but a crowd gathered later. I did not recognize anyone. I later remembered seeing a man with a dark moustache. A volunteer stooped down in a rough way to pick up the woman and I told him to stand aside. He did not speak to me. I don't know what happened to him later. He appeared so rough that he would not handle a horse in such a manner. I got no smell of liquor from the volunteer in question."

Questioned by the Judge he said "he was going at such a rate that he noticed nothing, not even the car and did not know if it had wheels or not." Theophilus Chafe, husband of Mrs. Chafe and father of Douglas Chafe, the victims of the tragedy, being examined by Mr. McNelly, said: "I last saw my wife go out the door. I was going to meet my son Norman, who went on a message to Mrs. Bennett's. I knew nothing till my brother called me; he said something about the children being run over. I saw a motor car with the wheel broken off. I saw a woman on the road,

I asked where my children were. I went to Mr. Frederick Chafe's house. I saw my two children lying on the bed unconscious. I asked who was the woman and someone told me it was my wife. I rushed to the spot and identified my wife. There was still a little life in her. That same night Douglas died. The child said, 'Papa, I love you,' and I said 'I love you,' and shortly after he passed away. Norman is very nervous and is marked on the left side, and face as a result of the accident."

This witness was not cross-examined by Mr. Higgins. Mary Jane Chafe, daughter of Mr. Frederick Chafe, lives in the same house with her brother Samuel. Examined by Mr. McNelly, she said: "I was standing in the dining-room and looking through the window and saw the motor car coming. (Here the witness spoke in quivering voice.) I ran out the back door to see if Samuel's children were in the road. As I came around I heard a screech and saw something dark pass the palms. The witness here broke into bitter tears and trembling of body, finally collapsed, and had to be removed from the Court. There was

no cross-examination. The witness will later give evidence when the Jury visits the scene.

W. F. Bradshaw was again called, and when about to be examined by Mr. McNelly, the Bench objected to the mode of procedure adopted by the lawyer for the Crown, and forthwith Mr. Bradshaw was asked to retire. William Snow, on being examined by Mr. McNelly, said: "I was out to Walsh's on the 26th August. I had a ride with Parker. Six others were in the car. We drove out the road for about 15 minutes, turned around and came back. We were going to Bay Bulls in Parker's car. Other civilians decided not to go. We backed the car after going past Walsh's. Parker, in turning the car, said he was going back to town as he had an appointment. Flynn and I had a drink in the car. After coming out of Walsh's I jumped on the foot-board and did not hear or see the car strike Doyle's Bridge. I jumped off about 30 feet before passing the bridge. I asked Parker what was wrong with the car; he said the car was not working well. Here witness described the working of the car's engine. The gear of the car slipped out near the church and also when he

was standing on the foot-board. Mr. Higgins here protested to the Bench against certain questions put to the witness by the Crown Prosecutor.

After leaving the motor, he, witness, proceeded to Brennock's and did not see Parker after. Cross-examined by Mr. Higgins, he said: "I own a motor-cycle and go over the Goules road three or four times a week, and always stay at Walsh's. There is always a deep rut at the Bay Bulls end of Doyle's Bridge situated on the right hand side. The bridge sort of cants off towards Petty Hr. When riding his cycle he was careful to avoid colliding with a certain post on the bridge. The road which was in a bad condition has since been repaired. Parker was absolutely sober on the day of the tragedy."

John Sullivan, next called, said: My first information of the accident was conveyed by a telephone message from the Power House at Petty Hr. about 7 o'clock. I engaged a motor car and taking Dr. Tait and Sergt. Detective Byrne I proceeded to the scene of the tragedy. Dr. Fraser and Dr. Anderson were there when I arrived. The injured people had been removed to the house. I saw the motor car and on inquiry I was informed that the accused was down at Brennock's. I instructed Sergt. Byrne to arrest the accused while I visited the house to which the victims had been removed and directed the doctor to examine the injuries of the woman. I arranged with the husband of the deceased to have the body brought out to the morgue; and on returning to the city directed Undertaker S. G. Collier to bring in the remains. I came to the conclusion that Parker was sober and found no smell of liquor from him. He conducted himself sanely and soberly as far as I could see.

Cross-examined by Mr. Higgins, he said: The accused was perfectly sober. Charles Slater, examined by Mr. McNelly, I saw Parker on a road leading from Kilbride on the day of the tragedy. I asked him to go to town for a tube, which he did. I saw him afterwards about 4 p.m. at Walsh's. I had no drink with Parker that day. I asked him for one and he said he did not have any. I suggested to Parker to come to Witless Bay with me, but he said his car was running too badly.

Cross-examined by Mr. Higgins, he said a man named Tyrrell, an agent for Malted Milk, was with him in the car. Witness described Doyle's Bridge as a dangerous part in the road, and one has to be always careful on approaching it. Mary Brennock, wife of John Brennock and proprietress of Brennock's Hotel, examined by Mr. McNelly, said: Parker came to my house after the accident and entered at the back door. I said I was sorry for the accident. He asked to wash his hands and I showed him to a room upstairs. I sent him upstairs to save confusion. He appeared to me to be all right but looked frightened. I went up some time after; I saw him lying on the bed. I later visited the room with Detective Byrne and found Parker in the same position. Cross-examined, he said Parker was sober when he came to her house. John Ryan—I was at Walsh's on the day of the accident. I cannot make any statement as to Parker's condition.

The next cross-examination. Detective Sergt. Byrne—I heard of the accident about 6.30. I accompanied Mr. Sullivan and Dr. Tait in a motor car and arrived at the scene at 7.30. The first thing I noticed was the position of the car and its condition. It was facing towards town with the front wheels at an angle across the road. The ribs were gone from the right front wheel, while the hub was attached to the axle. Three sticks from a broken bridge, which showed signs of blood, were seen on the side of the road. I next saw the two children unconscious in the house of Frederick Chafe. Samuel Chafe directed me as to how the accident might happen. I also saw three hair combs on the side of the road, about 11 paces from where the body of the woman lay, and about five feet from where the combs lay I saw two all-day suckers on the road. The car had struck the ditch about 19 paces behind where the combs were picked up. There was no evidence of the car turning across the drain. I did not notice the track of the car before it struck the drain.

Pieces of broken glass from a headlight were again put in as evidence and identified by the last witness as belonging to Parker's car. The Court took recess at 1 p.m. when Mr. Justice Johnson intimated that it might be possible for the Jurors to visit the scene of the tragedy after the evidence of the last witness had been concluded.

The further hearing of the case was resumed at 2.30 o'clock.

PRELIMINARY NOTICE.—The ladies of the Congregational Church will hold their Annual Sale on Wednesday, November 28th. Please watch the papers for further particulars. oct13,16,18



To Somebody Somewhere at the Front—

Every day boxes from home are going to the boys in the trenches. And of the things they get, a great prize is **WRIGLEY'S—the Gum with Lasting Flavour.**

It takes the place of food and drink in case of need—which is often. It keeps spirits up—gives vigour and vim. A packet in the pocket lasts a long time.

The Flavour Lasts!



PUT WRIGLEY'S IN YOUR FIGHTER'S CHRISTMAS BOX. It costs little but gives a lot of comfort and refreshment. Not only a long-lasting confection but a nerve-steadier, a thirst-quencher, a pick-me-up. Every Christmas parcel should contain some WRIGLEY'S GUM.

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GEO. M. BARR, Agt.

Evening Telegram Fashion Plates

The Home Dressmaker should keep a Catalogue Scrap Book of our Pattern Cuts. These will be found very useful to refer to from time to time.

AN IDEAL UNDERGARMENT.



2221—This model combines envelope drawers and a corset cover. It is nice for muslin, crepe, cambric, lawn, dimity, batiste and silk, and may be trimmed with lace or embroidery.

The Pattern is cut in 4 sizes: Small, 32-34 inches bust measure; Medium, 36-38; Large, 40-42; and Extra Large, 44-46. Size Medium requires 3 1/2 yards of 36-inch material.

A pattern of this illustration mailed to any address on receipt of 10 cents in silver or stamps.

A NEW COAT DRESS FOR MISSSES AND SMALL WOMEN.



1909—This model is ideal for the new Fall serges and gabardines and would be real smart in velvet, satin, corduroy or taffeta. The dress has yoke portions, beneath which the dress is plaited. Its fullness is confined at the waistline by a broad belt. Jaunty shaped cuffs and pockets, and a smart sailor collar, complete a very stylish effect. Added to that is the fact that this model is comfortable and practical.

The Pattern is cut in 4 sizes: 14, 16, 18 and 20 years. Size 16 requires 6 yards of 44-inch material. The dress measures about 3 yards at the foot.

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