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Largest Assortment,
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WHOLESALE and RETAIL

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Now Is a Good Time

To have your Watch or Clock repaired and put in serviceable order.

We also repair Barometers, musical boxes and all kinds of Jewellery in a workmanlike manner.

Goods For Sale:

Eight Day Clocks
Alarms and Timepieces \$1 up
Girl's Watches \$3 to \$10
Ladies' Watches \$10 to \$35
Men's Watches \$4 to \$40
Boy's Watches \$1.75
Half doz. Tea Spoons. \$1.25
to \$2 up
A nice Butter Knife, 75c., \$1.
\$1.25
Cake Baskets, Tea Sets,
Bread Trays
Necklets 75c. up
Locketts 50c. to \$20.50
Reading Glasses 25c. up
Telescopes
Spectacles, 75c. and \$1 up
Fobs and Chains, \$1 up
Bracelets 75c. to \$8
Hat Pins 25c. up
Ladies' and Gents' Rings
Cuff Links, Collar Studs
Field Glasses, \$3.75 to \$20
Barometers \$4 to \$8
Thermometers 25 cents up to \$5
Mail orders filled promptly.

E. W. TAYLOR,

South Side Queen Square, City.

Fall and Winter Weather

Fall and Winter weather calls for prompt attention to the

Repairing, Cleaning and Making of Clothing,

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand

122 DORCHESTER STREET,

Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention.

Our work is reliable, and our prices please our customers.

H. McMILLAN

\$77,285,063. The minister thought that this statement would be reassuring to those who might have felt some misgivings after the large expenditures on the railway, because it would show that a very large portion of the cost had been liquidated from current revenues of the country. Mr. White said that Canada's trade has shown a continued growth for the months of the present fiscal year. The total trade has been \$711,199,802. The volume of trade has just about doubled since 1900. Imports have increased by 15 per cent and exports by 55 per cent, showing an increased demand in the home market. For the ten months of 1911-12 the trade with the mother land has amounted to \$211,279,636 for the whole of 1910-11. Exports and imports from the United States for the nine months ending December 31st last totalled \$327,625,742. For all of 1910-11 they reached \$367,053,534. Mr. White dealt at length with the question of immigration and announced that the total number of immigrants who entered Canada during the first ten months of the current fiscal year was 300,705. Mr. White then came to the question of tariff and said that in view of the legislation providing for the creation of a tariff commission to obtain information in regard to suggested alterations in customs duties the government had no tariff changes to propose at present. There had been of course many requests for such changes, but the government considered none of them so urgent that it could not wait until the establishment of the tariff commission. No steel bonneties," said Mr. McDonald, of Pictou. "Do I understand that my honorable friend will not propose any resolutions with respect to bounties."

My honorable friend understands correctly," replied Mr. White. "It is not my intention to introduce any resolution with regard to tariff or to bounties." Mr. White proceeded to state despite the serious vicissitudes through which the western wheat crop had passed and the unusual heat experienced in the Province of Ontario during the past summer, the field crops of Canada showed a bountiful yield. With high prices prevailing for practically all its products the great basic industry of agriculture continued in a flourishing condition. Almost every department of trade and commerce showed expansion. The mines were wonderfully productive. The coast fisheries had enjoyed a good catch and high prices. Manufactures were thriving and new industries springing up throughout the whole Dominion. Railway construction, especially in the west proceeded apace preparing a way for settlement in districts not yet opened up for trade with other markets that we now enjoy. Increased bank deposits, clearings, and circulation, the amount of public and private building evidenced in municipal and business structures, extensions to manufacturing plants and residences in almost every part of the country, all attested that the general prosperity of Canada at the present time was very great.

The Dominion, he said, continued to be the land of hope and promise for the home-seeker. During the last year from Europe and the United States Immigration had reached an average of nearly 1,000 a day bringing their capital, their intelligence and their energy to assist in the great task of developing the resources of Canada and building up her nationality. Notwithstanding the large increase of immigration, labor conditions are good and extreme poverty for any reasons other than incapacity or direct misfortune was hardly known. Under the favorable conditions," said Mr. White, in closing, "which I have described with every prospect for their continuance, the future of Canada looks bright indeed. In the enjoyment of peace, plenty, and prosperity, her energetic, loyal and patriotic people look forward with certain expectations to an even greater and greater future."

Ottawa, March 14.—At the opening of the House Mr. Hazen introduced a bill to amend the fisheries act with reference to the oyster fisheries of the maritime provinces. "In late years," he said, "these fisheries, which were at one time very valuable, have now become, owing to over fishing largely depleted, and the result has been that the fisheries show a falling off in the output year by year. For some years past the commissioner of fisheries in my

department has been endeavoring to come to some arrangements with the governments of the provinces of Nova Scotia, New Brunswick and P. E. Island, with a view to the improvement of these fisheries. The matter was taken up by my predecessor in the department with the governments of those three provinces, and a proposal was made that fishing leases should be granted by the provincial governments themselves. Unfortunately that proposition has not been accepted by all the provincial governments, for while Nova Scotia and New Brunswick have signified their willingness to sign an agreement, the province of P. E. Island refused to do so. Some objection seems to have arisen of late also in New Brunswick. The result is that the government is face to face with this condition of affairs, that unless something is done, within a few years time that industry, which was at one time so flourishing and valuable, will be largely depleted and is in great danger of disappearing altogether.

The important provision of the bill is as follows: "The governor in council may upon such terms and conditions as are agreed upon, authorize the government of any province to grant leases of such areas of the sea coast, bays, inlets, harbors, creeks, rivers and estuaries of such province as the government of such province considers suitable for the cultivation and production of oysters, and any person to whom such leases are granted by such province shall, subject to the fishery regulations of Canada have the exclusive right to the oysters produced or found on the beds within the limits of their respective leases." There is appended a guarantee clause as to the right of the Dominion as to harbors: "The view of the department takes, said Mr. Hazen, "is that something has to be done to prevent the destruction of these fisheries, and if the provinces themselves will not over these beds, subject to the approval of the governor in council and subject to them to individuals, the effect it is hoped and expected, will be the restoring and replenishing of these oyster beds."

The budget debate was continued by Messrs. Verville, Liberal, Broder, Conservative, Oliver, Liberal, and Cockburn, Conservative. Mr. Broder caught D. D. McKenzie very neatly. He was speaking on the tariff when Mr. McKenzie called out jeeringly, "Let me see enough alone." "Do you wish us to leave the tariff as you left it?" Mr. Broder demanded. Mr. McKenzie would not answer, though pressed to do so. Mr. Cockburn varied the proceedings by protesting sharply against the decision of the government not to reduce the bounties. The steel industry needed immediate aid, and the government should have put on the bounties first and have had the tariff commission investigate afterwards.

The All Canadian Route To Montreal.

Via the Intercolonial Railway Maritime Express is the only All Canadian Route to Quebec and Montreal from the Maritime provinces.

The Maritime Express is generally admitted by experienced travellers to be the most comfortable train in America. This is especially true in regard to the dining and sleeping car services. The diners of the I. C. R. are roomy and well ventilated and furnished in the best of taste. The most excellent meals are served. Table d'hôte at a price well below the a la carte rates prevailing on the company owned lines. The sleeping coaches are up to date in every particular, and the smoothness of the road bed makes the journey easy and pleasant. Being popular with a class of travellers who are generally found to be the acme of good company, the through journey is never found dull, and even during the winter months there is much of scenic interest in the day's ride through the Province of Quebec. Montreal is reached at the convenient hour at 6.30 p. m. and connections are made at Bonaventure Union Station with the through trains of the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chicago and other points in Western Canada and the United States. Connecting train for the Maritime leaves Pictou at 14.30—tt.

The Market Prices.

Butter	0.32 to 0.33
Eggs, per doz.	0.22 to 0.25
Poultry each	0.80 to 0.90
Chickens per pair	0.00 to 1.25
Pork (per lb.)	0.00 to 0.09
Beef (small)	0.10 to 0.14
Beef (quarter)	0.08 to 0.10
Mutton, per lb.	0.08 to 0.09
Pork	0.07 to 0.08
Potatoes (bush)	0.55 to 0.60
Hay, per 100 lbs.	0.65 to 0.75
Big Oats	0.50 to 0.55
Wheat (per lb.)	0.10 to 0.12
Calf skins	8.00 to 12
Sheep pelts	0.80 to 0.85
Quinnal (per cwt.)	0.00 to 0.40
Turnips	0.12 to 0.15
Carrots (per lb.)	0.20 to 0.21
Geese	1.25 to 1.75
Prossed hay	12.00 to 15.00
Straw	0.35 to 0.40
Ducks per pair	1.00 to 1.50
Lamb Pelts	0.30 to 0.40

ST. PATRICK.

(Continued from fourth page.)

his riding over the body of his sister Laurence, of ordering his chariot to drive over the Bishop of Olean, or his blasphemous curses upon all things which displeased him, cursing right and left—the stones, the rivers, the sea, his friends, and little children, even defying the Almighty Himself—we see the barbarian, the pagan half which—even in Ireland and all countries of the world today—fails to understand the greatness of pure love, love which forgives and forgets. These foul travesties of a noble character were intended as testimonials to his greatness; the pagan part must add nothing to his heroism, or else he would not be a hero but a weakling. In the nobler legends we find the Christian hero: the Christ-like love with which St. Patrick moved their hearts. It is this love which inspired the many beautiful legends of St. Patrick, with which we are all familiar. One in particular reveals to us a Patrick of such tenderness towards dumb creatures that we cannot but wonder at the legends of his cruelty. This tale tells us that "Patrick was walking up the hill of Ardara one time with his people and they found a doe resting on the ground, and a fawn beside her. And his people were going to kill the fawn, but Patrick forbade them, and he took it in his arms and carried it, and the doe came following after him. And it was in the place where he put down the fawn the Church of Ardara was built for him afterwards."

The many miracles of the great Saint are in our mind. We can see him ringing his magic bells, driving the snakes and the vipers before him to the deep sea. We behold his strong, lean figure moving among the victims of the black famine, making the grass to grow again in the blighted fields, putting the swift gleaming fish into the dull silent streams, filling with sweet milk the dried upders of the kine. And a picture comes to us of his great conflict with Olvin, Olvin the mighty old chieftain whose fealty to his kinsman—brave old Cell—made him want not to forsake them even for his soul's sake.

No matter whether or not it was the old King Olvin and his dead kinsman, or another when Ireland's Apostle died, it is a wonderful tale of loyalty to man and loyalty to God which fills with tenderness and fervid patriotism the Irish heart. Olvin was a King's son, strong, brave, and beautiful. He left his own country to go to the land of a beautiful woman he had wed. In his great happiness and the joyousness of youth, he thought little of Ireland and her people. But Ireland did not forget him; and Patrick heard much of him, of his powers, his fine courage, his noble daring. And he mourned that one so goodly should be lost from the house of God. He prayed for his return, prayed long and earnestly that Olvin's heart would incline towards the land of his birth, that he would come and be baptized and his soul be saved for Heaven. And Olvin, now very old, came back to Ireland, came by reason of a vision that called him; called so loudly that he was moved against his very will to leave the strange country and return to Erin. There he met St. Patrick and they grew to love each other with the deep, rugged tenderness of man for man.

But Olvin would not be saved unless his father and brother, and all his dead kinsmen, were also gathered into the heavenly kingdom with him. They had many arguments, each trying to conquer the other; Olvin urging Patrick to go with him after death to where his brave kinsmen were, for there was no goodly company that Patrick needs must prefer it to any other; and our Saint pleading with Olvin to give his soul to God.

For a long time Patrick could find no way, for the kinsmen were already dead and in Hades. Olvin too mourned for his love for St. Patrick made him want to dwell where the Saint would dwell and with the Saint's God. Then came to Patrick the true thought that Olvin's great loyalty to his dead might save them, dead though they were, that each loyalty might conquer even Hades and open her gates. The thought grew stronger and he prayed for light, then full knowledge came; and Olvin was baptized, he and all his dead kinsmen; for the dead arose even in the very body they had once worn on earth and were baptized by Patrick and gave their allegiance to God.

The "Tripartite Life" reveals to us how man felt about St. Patrick in days not remote from his own. It closes with this summary of his character and labors: "A just man indeed, was this man; with purity of nature like the patriarchs; a true pilgrim like Abraham; gentle and forgiving of heart like Moses, a peace-loving patriot like David; an emulator of wisdom like Solomon; a chosen vessel for proclaiming truth like Paul; a man full of grace and of the knowledge of the Holy Ghost like the beloved John; a fair flower garden to children of grace; a fruitful vine branch; a flaming fire with force of life and heat for the sons of life; for instituting and illustrating charity; a lion in strength and power; a dove in gentleness and humility; a serpent in wisdom and cunning to do good; gentle, humble, merciful."

Ireland be rescued from the accursed pagan beliefs. Praise to his name, the ransomed slave who broke All other chains, and set the bondman free! Praise to his name, the Husbandman who made the soil fruitful. The good seed over all the fertile Isle! Praise to the Herdsman who into the fold Of the one Shepherd led our Father's flock. Whose voice still calls us whosoever we be! (McGee: "Three Sonnets for St. Patrick's Day.")

Ocean Limited Early On Route.

SUMMER TIME CHANGE ON INTERCOLONIAL RAILWAY JUNE 2ND.

The summer change of time on the Intercolonial Railway will go into effect on June 2nd when the famous Ocean Limited will be placed on the route between Montreal, St. John, N. B. and Halifax, N. S. with connections for and from the Sydney, and Prince Edward Island, in anticipation of an early rush of summer travel. The schedule is expected to be practically the same as last year, which means that the "Limited" will leave Montreal at 7.30 p. m. reaching Lewis at midnight, and giving through passengers the opportunity of seeing the famous Matapedia Valley during the earlier hours of the morning and the view of the beautiful river and the blue waters of the Basin de Chaleur. The beautiful Valley of Wentworth, N. B. will be seen in the more mellowing light of early evening, and the train will reach Truro at 8.00 o'clock connecting with the through night express for the Sydney and arriving at Halifax at 10.00 p. m. The Maritime Express under the summer schedule will leave Montreal at 8.15 a. m. and through passengers will have the daylight journey through Quebec, and a view of the majestic St. Lawrence as it widens in its course to the sea. Making connection at Moncton with morning express for St. John the Maritime continuing eastward will reach Halifax at 13.30. The Ocean Limited will leave Halifax bound for St. John at 8.00 a. m. and the Maritime Express will leave as usual at 10.10 thus there will be through week day service by two trains equal to the best on the continent—tt.

MARRIED.

COLE-BERT—At Malpeque, on the 13th inst, John T. Cole to Cora M. Bert.

McLENNAN—McRAE—In this city, on the 13th inst, John H. McLennan to Margaret M. McRae.

GAMSTER—BUCHANAN—In this city, on the 4th inst, George A. Gamster to Mary Buchanan.

HUMPHREY—FRENCH—In this city, on the 6th inst, Eastgate Humphrey to Bertha Elvina French.

McLEOD—WOOD—In this city, on the 8th inst, Neil McLeod to Margaret Wood.

McPHAIL—GLUCKEN—In this city, on the 13th inst, Alexander McPhail to Florence Glucken.

DIED.

MULLIGAN—In Chelsea, Mass., on the 8th inst, Patrick S. Mulligan, formerly of St. Teresa, in this Province. His remains were brought home to the island and interred at St. Teresa. May his soul rest in peace.

O'BRIEN—In Calgary, March 8th, 1912, Daniel O'Brien, formerly of Tigheville, aged 64 years. R. I. P.

DEWAR—At Newlands, West Rosalia, on the 14th inst, 1912, John Dewar, aged 92 years.

NOLAN—At the Charlottetown Hospital, on the 17th inst, William Nolan, aged 75 years. May his soul rest in peace.

Mail from Henschel Island, in the Arctic Ocean, received at Dawson, Y. T., says that Hubert Darrell, the explorer, who went east in 1910 from the MacKenzie, has been given up for lost.

Mortgage Sale.

There will be sold at the Court House at Georgetown, in King's County, on Thursday, the 29th day of April, A. D. 1912, at the hour of twelve o'clock, noon, all that tract, piece and parcel of land, situate, lying and being on Township Number Sixty-one, in King's County aforesaid, bounded and described as follows, that is to say: Commencing on the north side of the St. Mary's Road in the eastern boundary of a tract of twenty-five acres and land conveyed by James McGuigan to Rosanna McGuigan by Indenture dated the 15th day of August, A. D. 1903, and running thence along said boundary to land in possession of William Compton, thence westerly along the same for the distance of four chains and fifty links, thence south to the St. Mary's Road aforesaid, and thence easterly along the same to the place of commencement, containing twenty-five acres of land, a little more or less.

The above sale is made pursuant to and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the 29th day of October, A. D. 1904, and made between James McGuigan of St. Mary's Road, in King's County, in Prince Edward Island, farmer, of the first part, and James McGuigan of Georgetown, in King's County aforesaid, Lobster Packer, since deceased, of the second part, default having been made in payment of the principal money and interest secured by said Mortgage.

For further particulars apply at the office of Matthew Macdonald & Stewart, Solicitors, Georgetown.

LOCAL & OTHER ITEMS.

The cable under the Straits, between this Province and the Mainland, broke a few days ago, and all the telegraph messages from abroad come now by wireless.

The steamer Bonaville, St. John, N. B., for Lunenburg, C. B., to load coal, went ashore off Bear Cove on the Bay side of Briar Island, N. S., Saturday morning, and will be a total wreck. The crew were saved.

Engineer Fred Kingman, fireman Cole, of Norwich, Ont., were killed in a head-on collision between two Ontario and western freight trains at Glens, six miles north of a few nights ago. Several others of the trains crews were injured.

The British steamship Isleworth, built only eight months ago, is ashore on Chebucto Head, N. S., close to the light house, and will likely be a total loss. She was on a trip from Boston to Lunenburg in ballast.

A general advance in wages of five per cent. will go into effect in 100 print cloth mills controlled by 35 corporations in Fall River, Mass., on March 26th. The mills which made the announcement Monday afternoon employ 25,000 operatives.

A force southwesterly gale raged over the Nova Scotia coast last Friday night. There were torrents of rain and the fog was dense. The Clonacree schooner Patricia was dashed to pieces on the rocks near Jordan Bay, Shelburne, and her captain and nine of the crew perished, while ten were saved.

The Newfoundland seal hunting season opened Thursday. Twenty-two steamers with 4,400 Newfoundland sealmen on board, steamed out of St. John's shortly after dawn and headed towards the northward in the annual search for the seal, which is to be found at this season of the year on the northern ice which begins to break and float outward.

Professor Kirkpatrick, of Queen's University, has been placed in charge of the survey party to make soundings on the Straits and to report on conditions there, in connection with the inauguration of the car ferry which the government intends to establish. The rise and fall of the tide, ice floes, and other things will be reported on, and upon this much will depend as to the selection of terminals for the service.

Yesterday being the feast of St. Joseph, appropriate religious services were held in the Convent of that name in this city. Masses were said from an early hour in the morning, and in the evening a sermon, appropriate to the occasion, was preached by Rev. Father Campbell, Rector of St. Dunstan's College. The exercises concluded with Solemn Benediction of the Blessed Sacrament.

On Friday last the Minto boat Pictou at the usual hour in the morning; but instead of making for Georgetown, she steamed towards Charlottetown. She met with heavy ice all the way and when she got a little inside Point P. I. she encountered an ice barrier which was impenetrable. She then essayed to return to Georgetown; but that was another story. She was hemmed in the ice and remained there all night. On Saturday she made slow progress towards Georgetown and reached there Sunday morning. The mails and passengers were brought to Charlottetown by special Sunday Saturday. The Earl Grey came to Georgetown Saturday and made a return trip to Pictou. Both steamers are now making daily trips as usual between Georgetown and Pictou.

The special Lenten sermon in St. Dunstan's Cathedral on Sunday evening last was preached by Rev. J. B. McIntyre. His theme was "The Mercy of God," and his text was the 8th verse of the 144th Psalm: "The Lord is gracious and merciful; patient and plenteous in mercy." The Rev. preacher went on to show how unappealingly great was the mercy of God. God's mercy surpassed all His works. This supernatural love and mercy of God, for man existed before the creation. Man's soul is the object of this unbounded mercy of God. It was this great mercy of God for man that brought our Lord down from Heaven to undergo His suffering and death. No matter how great our offenses may be against God we can always avail ourselves of His mercy, if we manifest the proper dispositions. So great is God's love for man that nothing can separate Him from him. He must be ever united to His creature. No matter to what extent we may have forfeited God's love, there is always an opportunity of regaining it. Our Lord was under no obligation to redeem us; but he made no such thing as separate us from His mercy, from which we may be signally benefited. The greatest of our sins against God need not despair of obtaining mercy. Even Judas, had he asked, would have been saved by his Divine Master, whom he betrayed. Our lives should be such that we may at all times merit this great and unappealing mercy of God.

D. C. McLEOD, K. C. | W. R. BENTLEY

McLEOD & BENTLEY

Barristers, Attorneys and Solicitors.

Offices—Bank of Nova Scotia Chambers.

J. A. McLEAN, K. C. | DONALD McKINNON

McLean & McKinnon

Barristers, Attorneys-at-Law.

Charlottetown, P. E. Island

Mortgage Sale.

There will be sold on Friday, the Nineteenth day of April, A. D. 1912, at the hour of twelve o'clock, noon, in front of the Law Courts Building in Charlottetown, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the Nineteenth day of October, A. D. 1891, and made between Andrew Gallant of Rostion, Lot Twenty-four, in Queen's County, in Prince Edward Island, farmer, and Mary Gallant, his wife, of the one part, a undersigned of the other part: All that tract, piece or parcel of land situate, lying and being on Lot Twenty-four in Queen's County, in said Island, bounded as follows, that is to say: Commencing on the north shore of the Whistley River at the southeast angle of land formerly leased to Laurence Doucet, thence north three degrees east to the rear line of farms fronting on Rostion Bay, thence north eighty-seven degrees east, five chains and forty five links to the west boundary line of land in possession of Felix Gallant, thence southeasterly along the last mentioned line to the river, thence along the same to the place of commencement, containing thirty-three and one-third (33 1/3) acres of land, a little more or less.

Also all that other tract of land situate, lying and being on Lot Twenty-four aforesaid, bounded as follows, that is to say: Commencing on the north shore of Whistley River and at the southeast angle of thirty-three and one-third acres of land conveyed to Felix Gallant, thence northwesterly along the east boundary of the last mentioned land to rear of the farms fronting on Rostion Bay, thence east fifty chains and thirteen links or to the west boundary of land now or formerly in possession of Simon Gallant, thence south three degrees east to the aforesaid river, thence following the course thereof to the place of commencement, containing thirty-three and one-third (33 1/3) acres of land, a little more or less.

For further particulars apply at the office of Matthew Macdonald & Stewart, 162 Richmond Street, Charlottetown. EDWARD HAYFIELD, Mortgagee.

March 20, 1912—41

Synopsis of Canadian North-West Land Regulations.

Any person who is the sole holder of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties.—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre.

Duties.—Must reside upon the homestead or pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties.—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$500.00.

W. W. CORY, Deputy of the Minister of the Interior

TENDERS

Rocky Point Ferry

DEPARTMENT OF PUBLIC WORKS, Charlottetown, P. E. Island, March 8th, 1912.

Sealed Tenders will be received at this office until noon on Monday, March 25th, 1912, from any person or persons willing to contract for the running of the Rocky Point Ferry for the season 1912, according to specifications, terms, conditions, etc., to be seen at this office. The names of two responsible persons willing to become bound for the faithful performance of the contract must accompany each tender.

The Department does not bind itself to accept the lowest or any tender. Each tender must be accompanied by a certified bank cheque payable to the order of the Commissioner of Public Works for ten per cent of the amount of the annual subsidy asked.

In the event of the tender not being accepted the cheque will be returned.

Tenders to be addressed to the undersigned and to be marked "Tender for Rocky Point Ferry."

L. B. McMILLAN, Secretary of Public Works, March 13, 1912—21

W. J. P. McMILLAN, M. D.,

PHYSICIAN & SURGEON.

OFFICE AND RESIDENCE,

148 PRINCE STREET

CHARLOTTETOWN.

June 15, 1910—11

Morson & Duffy

Barristers & Attorneys

Brown's Block, Charlottetown, P. E. I.

MONEY TO LOAN.

Solicitors Royal Bank of Canada