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'hote at a price away 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 long 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 Canadia and the United States. Connecting train for the Maritime leaves Pictou at 14.20—tf.

Morson & Duffy

Barristers & Attorneys

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

MONEY TO LOAN.

Solicitorsfor Royal Bank of Canada

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 Sydneys, and Prince Edward Island, in anticipation of an early rush of summer travel The time 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 Levis at midnight, and giving through passengers the opportunity of seeing the famed Matapadia Valley during the earlier hours of the morning and a view of the Restigouche River and the blue waters of the Baie des Chaleurs, The beautiful Valley of Wentworth, N. S. will be seen in the more mellowing light of early eventide, and the train will reach Truro at 8.00 o'clock connecting with the through night express for the Sidneys 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 westbound at 8,00 a. m. and the Maritime Express will leave as usual at 15,10 thus there will be a through week day service by two trains equal to the best on the continent—tf.

J. A. Mathieson, K. C., Æ. A MacDonald
Jas. D. Stewart.

Mathieson, MacDonald & Stewart,

Newson's Block, Charlottetown

Barristers, Solicitors, etc.

McDonald Bros. Building, Georgeown

If You're Up in the Air

You will find a pipe full of our

Master Marine

Smoking Tobacco soothing and comforting. It will calm you and clear your head for the solving of the most difficult problems. Why? Because it is pure and wholesome, made only of the best grade tobacco and made RIGHT : : : : :

HICKEY & NICHOLSON Tobacco Co.

COAL. COAL.

THE UNDERSIGNED DEALERS IN

Hard and Soft Coal

HAVE ALWAYS ON HAND

At their Old Stand, Peake's No. 2 Wharf

A large supply of Coal suitable for all purposes. Orders verbal, by mail or by telephone promptly attended to. Our telephone No. is 312, and we should be pleased to have your orders.

Peake Bros. & Co.

Ch'town, July 19, 1911—3m

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

LOCAL & OTHER ITEMS.

The winter steamers are now running daily between Charlottetown and Pictou.

The Legislature, adjourned from Wednesday of last week, resumed work yesterday afternoon.

The Federal Government have called for tenders for the new dry dock to be located at Quebec or Levis.

It is announced from Quebec that the general Provincial elections there will be held about the end of May.

The Connecticut River, at Holyoke, Mass, reached a flood stage on the 9th inst. and flowed higher than at any time this spring.

The market was very slimly attended yesterday, and prices were scarcely changed from previous quotations, unless eggs, which were down a cent or so per dozen.

On Tuesday evening 2nd inst., Rev. Dr. Smith of St. Dunstan's College, gave his excellent lecture on the "Passion Play," with stetereopticon views, in the C. M. B. A. hall in this city, under the auspices of Branch 216. The lecture was arranged by the Branch for the members of the Branch and their families, and was very largely attended. The Stereopticon was well manipulated by Mr. Walter Burke. The members of Branch 216 are extremely thankful to Rev, Dr. Smith for his great kindness in giving the lecture for their special benefit.

The Minto left Pictou Saturday morning last for Georgetown, and after reaching the last named port and landing mails and passengers, started for Charlottetown. She fought the ice all day, and up to 10 o'clock at night, when she had reached a point within two miles or so of the block house, Early Sunday morning she renewed the fight and ploughed her way into port here about 1.30 p. m. Captain Murchison and his gallant crew were accorded an enthusiastic reception by the hundreds assembled on the Marine Wharf when the ship arrived. Bravo Captain Murchison.

The Solemn Services of Holy Week and Easter were well carried out in St. Dunstan's Cathedral. As already stated, Tenebrae was sung on the evenings of Wednesday, Thursday and Friday, and the way of the cross was performed on Good Friday afternoon. At the morning office on Holy Thursday, Rev. J. B. McIutyre was celebrant of the Solemn Mass; Rev. Father McCarvill deacon and Rev. Father Croken subdeacon. The usual procession of the Blessed Sacrament took place after Mass. On Good Friday morning Rev. Joseph Gallant was celebrant, Rev. Father McCarvill deacon and Rev. Father Croken sub-deacon. The three deacons who sang the Passion were: Rev. Father McCarvill, who took the narrative part; Rev. Maurice McDonald, who took the part enacted by our Saviour, and Rev. J. B. McIntyre, who sang whatever was said by any third party. On Holy Saturday, Father Maurice McDonald was celebrant, with Revs. Father McCarvill and Pius McDonald as deacon and sub-deacon. On Easter Sunday, Rev, Pius McDonald was celebrant of the Solemn Mass; Father McCarvill deacon and Father Croken sub-deacon. The sermon was preached by Rev. Father Murphy of the College. Vespers in the evening were followed by Solemn Benediction of the Blessed Sacrament.

"The Last Eight Minutes."

The Ottawa correspondent of the St. John Standard, under the above quoted caption, thus refers to the closing scenes of the House of Commons:—

The dramatic climax on which the curtain descended in the House of Commons this week at the close of the session is probably without parallel in the annals of the Canadian Parliament. The scene was well set. The Senate through the weight of its Liberal majority and at the bidding of Sir Wilfrid Laurier had rejected at the last moment four Government measures of supreme importance to the country. Far reaching legislation on which the representatives of the people had spent long days and nights in debate was dead. Bills to appoint a Tariff Commission, to provide a $2,000,000 subsidy for the Temiskaming and Northern Ontario Railway, to amend the Inspection and Sales Act and to grant Federal aid for the improvement of the highways of the country had been butchered to make a Liberal holiday. The Leader of the Opposition had raisen and lamely defended the action of his appointees in the Red Chamber. He was glad, he said, to share the responsibility with the Senate.

The hands of the clock pointed to eight minutes to four, the hour set for Prorogation, when Mr. Foster arose to reply for the Govnment. The time was short, but it was long enongh. No more deadly arraignment of the leader of a great party could have been presented with greater force in an hour's speech, than the Minister of Trade and Commerce condensed into those eight minutes A summary of the speech would fail to do it justice- It appears as follows in the Hansard report.

Mr. Foster (North Toronto)—"Mr. Speaker, I doubt if within the recollection of the oldest member of this House, a parallel to the action which is at present holding the boards in this Chamber has ever been witnessed. My right hon. friend (Sir Wilfrid Laurier) may chop logic over straws just as much as he likes, but there are two points, and two points only, before this House and there are two points, and two points only that will be taken cognizance of by this country. The first point that is paremount is the fact that we are fresh from the people after an agitation in this House for six or eight months, looking to a coming election and then a thorough campaign through this country from one end to the other in which the issues were plainly stated.

'Amongst these issues were three which are being decided now, in the last hour of this session of Parliament. My right hon, friend who led the Opposition and who today leads the Government—in this House, before the elections were thought of, and in the country after the elections were begun and while they were being carried on, made his policy plain with reference to three great important points. One was that we should have a Tariff Commission. not to make tariff, but to get information upon which a responsible ministry could form and frame a tariff. There were no ifs and ands' about that propaganda as placed before the country That issue was placed clearly, repeatedly plainly, before the people; everybody knew exactly what it meant, and after the elections my right hon. friend (Sir Wilfrid Laurier) opposite saw his majority of sixty in the last Parliament, dwindled to nothing, and worse still for him, he saw the right hon. Prime Minister (Mr. Borden) back in this House, with a majority of 50 or 60 representatives of the people, pledged to support the policy he had submitted to the people of Canada. If ever there was a mandate from the people, that a government should implement their promises and bring down a measure to form a Tariff Commission, the result of the elections was that mandate unmistakably affirmed. My right hon, friend met his death on the 21st of September on that issue."

Mr. Lemieux—"He is quite alive yet,"

Mr. Foster (North Toronto)—"How is he alive today? It is by virtue of the men that were fed from his patronage and that earned at his hands their rewards. Like the busy bee, storing up honey when the sun shines, my right hon. friend placed his own healers in another part of this Parliament, and when he dies he hopes to live again in those that he placed there to do his bidding. My right hon, friend squared himself up in this House and said: I am willing to share the responsibility with the Senate. Don't have any doubt about it—it is not the Senate that will have the responsibility; it is my right hon. friend who created the Senate, and who today moves the Senate that he has created to do his behest of defeating the will of the majority of the people of this country.

There was a second principle laid down in the platform of the present Prime Minister and it was, that goood roads were a necessity in this and every other progressive country; that not only the railways but the highways of the country were essential to the best development of Canada. My right hon. friend the Prime Minister laid down the platform that the highways of this country (coming on in their due course, and after the great railway lines had been fairly well cared for) should receive the attention of this Government and should be improved for the development of the country's traffic. My right hon. friend the Prime Minister, then leader of the Opposition, made that policy plain and clear before the people of Canada. Wherever he went, from British Columbia to Sydney, he felt the pulse of the people; he gave his promise, and he got from the people an unswerving and unfettered allegiance to that line of policy which he laid down. On the 21st of September last my right hon friend (Sir Wilfrid Laurier) met his doom at the hands of of the people, and he met his doom on this among other questions. And now, after he and his party have died; after they have gone down before a triumphal majority of the people of this country, he saves himself again through the men he has planted in the Senate, and he uses them to defeat the will of this Parliament and of the people of Canada.

"I ask my right hon. friend (Sir Wilfrid Laurier) if he has been shorn of proper time for debate on either of these questions in this House. Has he not been granted full time and every privilege in that respect? Behind him sit a lot of able men, and he and his able men behind him debated both thess questions. Every possible reason, plausible or otherwise, that could be brought in order to defeat that policy in this House, was brought forward, and yet the policy prevailed and the great majority of the people of this country still adhere to their approbation of that policy. Are there abler debaters in the Senate than are to be found behind my right hon. friend in this House; can they bring forward stronger words and better reasons than can my right hon. friend and the men who surround him? I do not think so. If ever two questions were thoroughly debated and passed upon, after thorough discussion in this House, it was these two measures. My right hon. friend says: I will share responsibility with the Senate. I place it upon him, and the people of this country place it upon him. And although he may be successful this hour, the hour is coming, and fast coming when he will rue the ill advised insurrection of the unpopular branch of the Legislature of the Parliament of this country against measures which are the people's will and which the people have declared at the polls to be necessary towards the success of the new policy which has been propounded by the leader of the Conservative party.

"There is another measure which I believe has also been slaughtered in the Senate at the behest of my right hon. friend (Sir Wilfrid Laurier). I refer to the Temiskaming and Northern Ontario Railway Bill. Does he mean to tell the House or the country that if he had not lifted his voice and given his peranasi on against them either of these Bills would have been destroyed by the Senate; does he mean to say that if he lifted his little finger in favor of those measures there would be any opposition in that other branch of our Parliment to prevent them becoming law? Yes the responsibility is with my hon. friend. We are very glad to let him claim the responsibility if he wishes. Let him take it as he must, and let him suffer by it as he will.'

There was not a full attendance in the House but the Government benches were well filled and Mr. Foster was cheered again and agan as he resumed his seat. As an orator he still stands preeminent in the House of Commons. He spoke with a fire and a conviction born of the knowledge that in placing the responsibility for obstruction where it rightly belonged he had the country behind him. Whom the gods would destroy they first made mad. Swept from power last September, defeat has pursued the Liberals in the provincial elections of Prince Edward Island and British Columbia and the end is not yet. It is impossible to conceive of any political move Sir Wilfrid Laurier could have made at the close of the session that would receive such universed condemnation throughout the country. Faciliis des census Averni. The Liberal party has fallen on perilous times.

Sessional Notes.

In consequence of the crowded condition of our columns, in connection with matters in the Federal Parliament, we are obliged to make our sessional notes very brief this issue.

The debate on the address was resumed on Monday 1st, continued and finished on Tuesday and presented to his Honor the Lieutenant Governor on same day. Hon. Mr. McKinnon was the first speaker on Monday. He dwelt at some length with the various matters covered by the address. He laid special emphasis on the advantage of education, and praised the Federal Government for the aid they were giving us in this connection. Referring to the success that attended our delegation to Ottawa, headed by Premier Mathieson, he pointed out that the $100,000 now granted us should have been secured by the delegates attending the conference of 1907.

Dr. Dewar discussed the agricultural phases of the address at some length, and animadverted upon the handicap to which we were subjected in the matter of transportation. The car ferry was, in his opinion, the best thing in the shape of a remedy ever effered for these inconveniences. For this he gave full credit to the Borden Government and our representatives at Ottawa. He thought that Mr. James J. Hughes' attempt to take credit in connection with the additional $100,000 was something like the claims of Dr. Cook in connection with the discovery of the North Pole. He considered that our educational system was badly in need of improvement.

Hon. Charles Dalton made a valuable contribution to the debate. After due reference to education, improved highways, car ferry and the $100,000, he gave the House some valuable information concerning the fox business. He said the supply of skins on the London market had been very much reduced last year and as a consequence prices enormously advanced. He had studied the business pretty thoroughly and knew now the best to keep for breeding purposes. He had obtained as high as £580 a skin. A few years ago 900 skins on the market brought for the most part only £100. The Island, he said, produced the best. There was money in the business, but he would not advise anyone to mortgage a good farm to buy foxes.

Mr. Prowse emphasized the necessity of making every effort to stay the exodus of people from our Province. The additional subsidy of $100,000, the car ferry, improvements in our highways and changes for the better in our educational system, agricultural and otherwise, were all calculated to inspire our people with hope and encourage them to stay at home. The success of our Premier and his fellow delegates deserves great praise. The outlook was brightening for the Province, and he hoped to see it the brightest and happiest of places in which to live.

Mr. Feehan expressed great satisfaction with the increased subsidy and the car ferry. The latter he believed would prove a great success for at least nine months of the year and should give a stimulus to our agricultural and fishing interests, and enable manufactures to be established and prosper. He considered the restoration of our oyster fisheries would be profitable as well as productive. He would like to see intensive agriculture more advanced. The production of from $500 to $700 worth of stuff from an acre would be profitable. Quebec farmers make much money from tobacco production, and he saw no reason why we could not produce it at a profit. Instead of confining so closely to oats and potatoes, our farmers should cultivate sugar beets and other roots of this kind.

Hon. Mr. McNeill expressed his pleasure at the bright prospects in store for Prince Edward Island. With the car ferry to remedy our transportation ills and the increase of $100,000 to our subsidy from Ottawa to help us out financially he thought he could see the silver lining in the dark clouds that had so long been over this province. He thought there was much to be expected from our oyster fisheries, now that the Province had secured control. He thought that if the barren bottoms had been made fertile, the black fox business would be beaten to a stand still.

Mr. Simpson deeply deplored the exodus of our people. Should it continue, the increase would not make good the loss. He hoped the car ferry would be a success; as it certainly would greatly improve our conditions. We should praise our own home and ever strive to improve our conditions. We hear too much about the successful Islander abroad and too little about the one at home. We live in the Garden of the Gulf and our opportunities were now brighter than ever before.

Hon. W. Stewart spoke at considerable length on the different questions under review. The increased subsidy of $100,000 was a grand thing and to Premier Mathieson and his fellow delegates was due the full credit for securing it. He laughed at the preposterous presumption of Mr. J. J. Hughes in this connection. It was wonderful, he said, that Mr. Hughes had not made his great discovery while his own party were in power. It was the Borden administration he said, that gave us the subsidy, and it was Sir Wilfrid Laurier and his followers who opposed it. Our condition was made known at Ottawa by men who knew their business and our claims were pressed so successfully that they secured the sympathy and assistance of Premier Borden and his colleagues.

Dr. S. R. Jenkins dealt with industrial development, the car ferry, better roads and other live tropics. The control of the oyster industry he looked upon as a great thing for the province. He thought Mr. Hughes' attempt to take credit to himself on the subsidy question was preposterous, and the Patriot's action in making a sort of golden calf of Mr. Hughes was equally amusing.

Mr. Delaney dealt with different matters in the address, and reviewed the records of the late and present governments showing how much better the Borden administration had been to us than its predecessor.

After the presentation of the address to the Lieutenant Governor, and some routine business, the House adjourned to yesterday, 9th inst.

There is nothing harsh about Laxa Liver Pills. They cure Constipation, Dispepsia, Sick Headache, and Bilious Spells without griping, purging or sickness. Price 25cts.

Mortgage Sale.

There will be sold at the Court House at Georgetown, in King's County, on Friday, the 10th day of May, A. D. 1912, at the hour of 12 o'clock noon, All that tract, piece and parcel of land situate lying and being on Township Number Fifty-one, in King's County aforesaid, bounded and described as follows, that is to say: Commencing on the south side of the Montague River at the northwest angle of land sold to John McInnis; thence south to the division line of Townships Numbers Fifty one and Fifty-nine; thence west to the east boundary line of land sold to Donald McLeod; thence north to the river; thence along the river to the place of commencement, containing one hundred 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 12th day of February A. D. 1910, and made between Gordon Beaton, of Montague, in King's County, aforesaid, Farmer, of the first part, and the undersigned of the second part, default having been made in payment of the interest money due thereon.

For further particulars apply at the office of Mathieson, McDonald & Stewart, Solicitors, Georgetown.

Dated this 6th day of April, A. D. 1912.

WILLIAM HUESTIS,
JOHN BYRNE,
Trustees under the last will of Charles Moore, deceased.

April 10th, 1912—4i

Fraser & McQuaid,

Barristers & Attorneys-at-Law, Soucitors, Notaries Public, etc.,

Souris, P. E. Island.

A. L. Fraser, K. C. | A. F. McQuaid, B. A.

Memorial to His Late Majesty King Edward VII.

To be erected for the Government of the Dominion of Canada.

TERMS OF COMPETITION.

SCULPTURAL COMPETITIVE designs for a monument to be erected at Ottawa, Canada, to His Late Majesty King Edward VII.

(1) Competitive designs are invited for a monument to be erected to His Late Majesty King Edward VII.

(2) The memorial when completed and in position is not to cost more than $35,000 including pedestal from the level of the ground.

(3) The competition is open to artists resident in the British Empire who are British subjects and to artists British subjects by birth resident elsewhere.

(4) The site of the monument will be at a point on the Government property at Ottawa to be decided upon hereafter.

(5) Designs shall be in the form of sketch models in plaster made of a uniform scale of 1½ inches to the foot. A description of the design is to accompany each model. No name, motto, or other distinctive device is to be attached to the model or description. The competitor must send his name in a sealed envelope without distinctive marks thereon.

(6) The author of the best design shall be awarded the commission of the work and the second best shall be awarded a prize of $1,000.00.

(7) All communications regarding this competition shall be addressed to the Secretary Public Works Department, Ottawa, Canada. All models to be addressed to Mr. Eric Brown, Director of National Art Gallery, Ottawa, Canada.

(8) The designs must be delivered before the first day of October, 1912. They will be kept from public view until the award has been made. All expenses of delivering the sketch models and accompanying descriptions shall be paid by the competitors. Sketch models will, after the award, and at the expense of the Public Works Department, be returned upon the request of the competitors, but at the risk of the competitors.

Notice of the award will be sent to each competitor.

The award will only be binding provided the successful competitor is prepared to furnish satisfactory evinence, with security if demanded, that he can execute the work for the sum above mentioned.

By order,
R. C. DESROCHEES,
Secretary.

Department of Public Works, Canada,
Ottawa, April 2, 1912.

Newspapers will not be paid for this advertisement if they insert it without authority from this Department.—20490

April 10, 1912—2i

TENDERS

McNally's Bridge, Egmont Bay, Lot 15.

Department of Public Works,
Charlottetown, P. E. Island,
April 4th, 1912.

Sealed Tenders will be received at this office until noon on

Thursday, April 18, 1912

From any person or persons willing to contract for the rebuilding of McNally's Bridge, according to the specifications to be seen at the stores of Arsenault and Gaudet, Wellington, and of S. E. Gallant, Abraham's Village, and 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.

Tenders to be addressed to the undersigned and marked "Tenders for McNally's Bridge."

L. B. McMILLAN,
Secretary of Public Works.

April 10th, 1912—2i

TENDERS FOR COAL.

Charlottetown, Summerside & Georgetown, also Hospital for Insane.

DEPARTMENT OF PUBLIC WORKS,
Charlottetown, P.E. Island,
March 27th, 1912.

Sealed Tenders will be received at this Department until noon on

Monday, April 15, 1912

From any person or persons willing to contract to supply the Provincial Building, Law Courts, Prince of Wales College, Georgetown Court House and Jail, Queen's County Jail, Summerside Court House and Jail, Hospital for the Insane and Provincial Infirmary, with coal at per ton of 2,240 lbs., to be delivered in the vaults of the above mentioned buildings at the cost of the contractor by 1st September next.

Weigh Scales to be approved by the Department.

Full particulars as to the quality and quantity for each building may be had 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.

Tenders to be addressed to the under signed and marked "Tenders for Coal."

L. B. McMILLAN,
Secretary of Public Works.

March 27, 1912—3i

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 Rustico, Lot Twenty-four, in Queen's County, in Prince Edward Island, farmer, and Margaret Gallant, his wife, of the one part, and the 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 Wheatley River at the southeast angle of land formerly leased to Laurence Doucet, thence north three degrees west to the rear line of farms fronting on Rustico 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 southeastwardly 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 Wheatley River and at the southeast angle of thirty-three and one-third acres of land conveyed to Felix Gallant, thence northwestwardly along the east boundary of the last mentioned land to rear of the farms fronting on Rustico Bay, thence east fifteen chains and thirteen links or to the west boundary of land now or formerly in possession of Simeon 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 Mathieson, Macdonald & Stewart, 162 Richmond Street, Charlottetown.

EDWARD BAYFIELD,
Mortgagee.

March 20, 1912—4i

Synopsis of Canadian North-West Land Regulations.

Any person who is the sole head 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 $300.00.

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

Mortgage Sale.

There will be sold at the Court House at Georgetown, in King's County, on Thursday, the Eighteenth 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 western boundary of a tract of twenty-five acres of 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 westwardly along the same for the distance of four chains and fifty links, thence south to the St. Mary's Road aforesaid, and thence eastwardly 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 McMillan, 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 Mathieson, Macdonald & Stewart, Solicitors, Georgetown.

Dated this 12th day of March, A.D. 1912

SEYMOUR C. KNIGHT,
DUNCAN A. STEWART,
Executors of the last Will of James McMillan, the above named Mortgagee.

March 20, 1912—4i

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

PHYSICIAN & SURGEON.

OFFICE AND RESIDENCE,

148 PRINCE STREET

CHARLOTTETOWN.

June 15, 1910—tf