

The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN PRINCE EDWARD ISLAND WEDNESDAY, MAY 15, 1918

VOL. XLVII, No. 20



Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 7th June, 1918, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week over Rural Mail Route No. 1 from Armadale, P. E. Island, from the 1st July next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Armadale, and at the Office of the Post Office Inspector.

JOHN F. WHEAR,
Post Office Inspector.

Post Office Inspector's Office,
Charlottetown, April 26th, 1918.
May 1, 1918-81

Fire Insurance

Possibly from an over sight or want of thought you have put off insuring, or placing additional insurance to adequately protect yourself against loss by fire.

ACT NOW. CALL UP DEBLOIS BROS.,

Water Street, Phone 251



Synopsis of Canadian North West Land Regulations

The sole head of a family, or any male over 18 years old, who was at the commencement of the present war, and who has since continued to be a British subject or a subject of an allied or neutral country, may homestead a quarter section of available Dominion Land in Manitoba, Saskatchewan or Alberta.

Applicant must appear in person at Dominion Lands Agency or Sub-Agency for District. Entry by proxy may be made on certain conditions. Delineate six months residence upon and cultivation of land in each of three years.

In certain districts a homesteaded may secure an adjoining quarter-section as pre-emption. Price \$3.00 per acre. Delineate six months in each of three years after settling homesteaded patent and cultivate 50 acres extra. May obtain pre-emption patent as soon as homestead patent on certain conditions.

A settler after obtaining homesteaded patent, if he cannot secure a pre-emption, may take a purchased homesteaded in certain districts. Price \$3.00 per acre. Must reside six months in each of three years, cultivate 50 acres and erect a house worth \$500.00.

Holders of entries may count time of employment on farm (laborer in Canada during 1917, or residence duties under certain conditions).

When Dominion Lands are advertised or posted for entry, returned soldiers who have served overseas and have been honorably discharged, receive one day priority in applying for entry at local Agency's Office (but not Sub-Agency). Discharge papers must be presented to Agent.

W. W. DORR,
Deputy Minister of the Interior.
N. E.—Unauthorized publication of this advertisement will not be paid for.

LIME!

We have on hand a quantity of

St. John LIME

In Barrels and Casks.

PHONE 111

C. LYONS & Co.

April 26, 1916-41

CANADIAN GOVERNMENT RAILWAYS Prince Edward Island.

Time Table in Effect February 21st, 1918

ATLANTIC STANDARD TIME.					
Trains Outward, Read Down.			Trains Inward Read Up.		
P. M.	A. M.		P. M.	A. M.	
2.00	6.00	Dep. Charlottetown	5.30	10.30	
3.33	7.00	Dep. Hunter River	4.38	9.55	
4.30	7.30	Arr. Emerald Jct.	3.35	7.56	
	8.20	Arr. Borden	2.30		
P. M.	A. M.		P. M.	A. M.	
4.30	6.30	Dep. Borden	5.40		
5.15	7.45	Dep. Emerald Jct.	3.20	7.25	
6.00	8.15	Dep. Kensington	2.47	6.45	
	9.00	Arr. Summerside	2.15	6.00	
P. M.	A. M.		P. M.	A. M.	
2.30		Dep. Summerside	11.00		
4.14		Dep. Port Hill	9.22		
5.44		Dep. O'Leary	8.03		
6.51		Dep. Alberton	8.25		
8.00		Arr. Tignish	5.45		
P. M.	A. M.		P. M.	A. M.	
3.10		Dep. Charlottetown	11.10		
4.45		Dep. Mount Stewart	9.35		
5.25		Dep. Morell	8.55		
5.55		Dep. St. Peter's	8.25		
7.30		Arr. Souris	6.50		
P. M.	A. M.		P. M.	A. M.	
8.50		Arr. Elmira	5.30		
P. M.	A. M.		P. M.	A. M.	
4.50		Dep. Mt. Stewart	9.20		
6.05		Dep. Cavilgan	8.03		
6.45		Dep. Montague	7.33		
7.30		Arr. Georgetown	6.45		
P. M.	A. M.		P. M.	A. M.	
3.10		Dep. Charlottetown	10.10		
4.55		Dep. Vernon River	8.20		
7.05		Arr. Murray Harbor	6.29		

ALL THE ABOVE TRAINS RUN DAILY, SUNDAY EXCEPTED.

C. A. HAYES, General Manager (Eastern Lines), Moncton, N. B.
J. H. MELANSON, Passenger Traffic Manager, Moncton, N. B.
W. T. HUGGAN, District Passenger Agent, Charlottetown P.E.I.

Grand Opening!

L. J. Reddin begs to announce to his Customers in and out of Charlottetown that he has opened his New Dry Goods Store at 164 Richmond Street, Newson Block.

I Must Sincerely Thank

all those who have given me such liberal patronage in the past, and hope to receive their support in the future.

My intention is to offer my Customers good service, splendid values, and as expenses will be greatly reduced, all patrons will benefit by the reduction in profit.

We offer many snaps both in Men's and Ladies' Goods, and notwithstanding the steady advance in all classes of Dry goods, many of our lines will be sold Cheaper than ever.

Come In and See Me

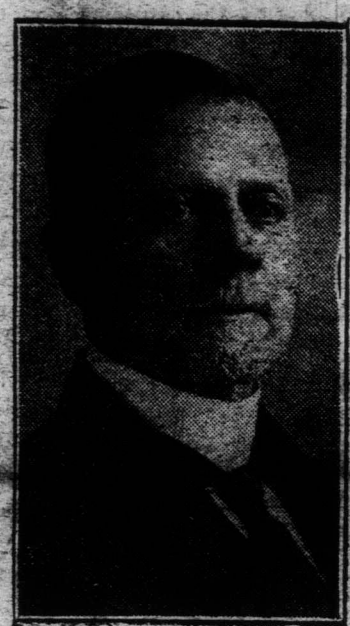
You will receive a Cordial Welcome even if you are not in a Buying Mood.

A Word of Cheer or a Welcome dear Helps some, my Boy, helps Some.

L. J. REDDIN.

Jan. 1917.

ADVERTISE IN THE HERALD



P. E. ISLAND IN PARLIAMENT

Great Speech by Mr. James McIsaac, M. P. for King's County, in the House of Commons, Ottawa, Thursday, May 2nd, 1918.

(Hansard Report.)

Mr. James McIsaac (King's P. E. I.): Mr. Speaker in rising to address the House for the first time, I crave that indulgence which is always so readily granted to a new member when he makes his maiden speech. The questions now before the House are so important, and so far-reaching that those of us who are accustomed to parliamentary debate are encouraged to take the opportunity to express our feelings with less timidity than we would otherwise entertain. It is not my intention, in fact it would be extremely presumptuous of me as a new member, to discuss the questions now before us at very great length, but permit me to say that in my humble judgment the Acting Minister of Finance deserves to be highly congratulated on the excellent Budget Speech which he delivered—the most comprehensive and most important Budget Speech ever delivered in the Parliament of Canada, and under the most momentous circumstances that ever faced a finance minister of this country in presenting the annual financial statement. The new taxation imposed involves a number of new departures and it is in many respects drastic, but, Sir, under the existing circumstances there is not a member of the House, there is not a loyal Canadian, who will not cheerfully accept the impositions called for and endeavor to meet them so far as he is able.

The assembling of Parliament annually for the granting of supplies is a basic feature of our system of responsible government, and the procuring of ways and means wherewith to administer the public business imposes upon those charged with the affairs of government a serious and onerous obligation. If that is true in normal times, it is far more so at a time like the present when such serious conditions confront us. The result of the financial operations of the year, as disclosed by the Acting Minister of Finance, seems to me to be quite satisfactory; that is to say, all the ordinary or civil expenditures of the country have been provided for, and there is available the sum of \$55,000,000 to be devoted towards paying off the debt created by the war. In the debate which has so far taken place upon the Budget, as well as in the discussions which have occurred on other occasions since the opening of Parliament, two questions have been deemed by hon. members opposite to be of primary importance in dealing with the serious situation which the war has created: One consists of a demand for the removal of the duties on agricultural implements, and the other is founded on the cry that if men are taken from the farm food production will seriously suffer. With regard to the first I cannot pretend to any expert knowledge as to the merits or demerits of the subject, and therefore I will not venture to discuss it. But I understand, and I have heard the statement made repeatedly here, that it has been agreed that all matters of this kind should remain in obedience until the war is over. So far as regards the second, the very existence of our Empire is trembling in the balance, civilization and liberty are in jeopardy, and the call is for men, more men, and still more men. I admit that serious inconvenience, and even hardship, will be caused to many by the taking of able-bodied men from the farm, but, Sir, this is a time when all our people are called upon to make some sacrifice, and I do not apprehend that the consequences to farm operations, as a result of conscription or manhood will be as serious as some would like to make us believe. Even after all our young men of military age have been called to the colours, we know there will be a certain percentage who cannot conform to the physical standard required by the Military Service Act, and such persons will be available for work on a farm. Again, there are a great many men employed in non-essential industries in our large cities, and these I think could also be commandeered to some extent to do farm work. The objection has been raised by the practical farmers, "Oh, such men do not know how to do farm work." Even so, Mr. Speaker, we must endure the inconveniences and hardships involved, and solve the problem as best we can. The great problem that faces us, and which we must do our best to solve, is to do our utmost to send men overseas to beat back the invaders.

Sir, we know, and it is a matter of record, that, at the special session of Parliament held in 1914, regardless of political parties or affiliations, Parliament and people were unanimous in declaring that they were behind those men to the last man and the last dollar, who first went forth to do battle for Canada in the allied armies. Those sons of Canada who have distinguished themselves as brave soldiers, in numerous battles—Courcolette, Vimy Ridge and other scenes of carnage—were assured when they went to fight for Canada's cause that Canadians to a man would stand behind them; and those forty thousand brave sons of Canada who made the supreme sacrifice for their country, and are now sleeping in Flanders fields, died with the conviction that their death would be avenged, because they were told when they left home that Canada was behind them to the last man and the last dollar. Our friends on the opposite side appear to question or to demur as to whether they should enter into the matter of supplying men or of doing what is necessary, or at least of doing so with enthusiasm and spontaneity, for they say: "The Government did not do this and that thing as it should have been done; the Government have made mistakes; therefore why should we show any enthusiasm in rallying to their support now? Let us see: suppose we admit that the Government has made mistakes. Is there any Government that has not made mistakes? Has the British Government not made many mistakes in this war, as it has made in some other wars? The wonder to my mind is that Canada in this titanic undertaking has made so few mistakes. Canada had no knowledge of warfare. She knew little of recruiting men and making soldiers of them, or equipping and sending them to the scene of battle. She was engaged in peaceful pursuits, developing her great natural resources, when the war broke out. But, Sir, in the face of all that, Canada did a marvellous thing when, within the space of a few weeks, she sent a flotilla of transports across the Atlantic carrying 23,000 trained Canadian soldiers who, but a few short weeks or months before, were all civilians. That is something for which Canada should get credit and of which she might well be proud. It is true she has received encomiums. The United States which had not then entered the war, that great nation our last and

greatest ally, of one hundred million people, say: We take off our hat, we bow to Canada for her extraordinary achievement in this war.

Some hon. MEMBERS: Hear, hear.

Mr. McISAAC: Canada became a name to conjure with in Great Britain, in France, and on the continent of Europe in consideration of what she had done, and of what she is still doing, towards upholding her place, her dignity and her prestige in this struggle.

There is something else that Canada has done in consequence of the war which has brought her before the world in, I might say, an envious light. She has become a great financial country. Before the war, when Canada needed money, she went abroad to borrow it. But the time came when it was very difficult, indeed next to impossible, for Canada to obtain money from other countries. She then turned to her own people, and you know, Mr. Speaker, the record of the loans that have been placed in Canada, the generous, enthusiastic, and overwhelming response Canadians have made by pouring their money and treasure into the coffers of the country for the purpose of carrying on the war. In this respect Canada has established herself among the nations in an important light, of which a few brief years ago we scarcely had any conception. Having done so much, it is our duty to continue in well-doing. When the Minister of Finance comes down to Parliament and asks for almost a billion dollars, there is no murmuring; every one is satisfied that this money must and shall be raised, and that that portion of it it is necessary to raise by borrowing, apart from taxation, can be furnished by our people when the loans are issued, as has been done before. In view of all these things we have reason to be proud of our country, and it is our duty to continue to make sacrifices even greater than those we have been called upon to make. The one thing necessary is to win the war. For, Mr. Speaker, should we fail, should the Hun break through, what would be the good of us of our farms, or our money, or anything else we possess and cherish most dearly? The iron hoof of the invader's war horse would demolish our country; we would become serfs; civilization would be wiped from the face of our land, and freedom and constitutional liberty would be trampled under foot. God forbid that there should be any reason for believing that this will take place—but the possibility exists. Under these circumstances, Sir, is any sacrifice too great to be made by an honest, honourable and patriotic people? I have all along been convinced that a great many of us in Canada have not taken the war with sufficient seriousness. Look at the conditions across the Atlantic, in England, Scotland, France, Belgium. No able-bodied men are found there; farming operations are carried on by women, old men and young boys. Yet we murmur if we are subjected to some inconvenience; if we are not allowed to carry on our farming and our fishing operations just as we have been doing all along. The venerable member for Gloucester (Mr. Turgeon) who addressed the House the other night, desires that the fishermen shall be allowed to carry on their business until the 1st of September, when they will be willing to enlist. In order that such a course should be of benefit to Canada, the hon. gentlemen should have a conference with the Kaiser and ask him to restrain his forces until that time. That is the way these extreme proposals present themselves to me. However, I am satisfied that the men will be procured and that not such great inconvenciences will be suffered by the farmers and fishermen as hon. gentlemen are disposed to conjure up. In any event, the winning of the war is the one and only grand and paramount object which we ought to have constantly before us.

Having said so much about the immediate question involved in the motion before you, Sir, I may be permitted to discuss a ques-

tion which peculiarly affects the province from which I come. I refer to communication between Prince Edward Island and the mainland. Doubtless some of the older members of the House have often heard the complaint of members from Prince Edward Island; as a matter of fact, when the Island members made their statement regarding their disabilities in the matter of winter communication, the press used to say it had been "Prince Edward Island day" in the House of Commons. Sir, I shall not inflict any wail or complaint upon you, but I wish to give a brief history of the winter navigation of the straits between Prince Edward Island and the mainland. To many members of the House the subject may not be of particular interest, but it is my duty to those whom I represent to raise my voice here with regard to the disabilities of Prince Edward Island, in the matter of railway facilities and winter communication.

It is a misfortune, perhaps, to live on an island. The people are necessarily shut off from other lands by water, and in northern latitudes, where the water congeals in winter, it is a serious problem to be on an island. We are isolated, and if I may play upon the word, we are and have been isolated during the winter. But if we have been isolated, and if we have been isolated I think it cannot be said that we are insulated; that we come here with insular ideas, or are not sufficiently broad-minded and magnanimous to meet the views of our friends from the other provinces. It is said that people born on an island sometimes have insular ideas, but I shall endeavour to show that I am not one of them, and that if there is anything like that in my make-up, it is something over which I have no control and for which I cannot properly be held responsible.

On account of our being in this isolated condition, the crossing of the straits of Northumberland during winter has been a very serious, difficult and hazardous undertaking. During all the days before Confederation, this was our condition. Some gentlemen here to-day may have gone through the experience of crossing the Straits in winter, the crossing being made in ice boats to which the passengers were, in a sense, harnessed with straps over their shoulders. They paid their fares and worked their passages, too. Of course, under these conditions passenger traffic between the Island and the mainland during the winter was not extensive; no one left during the winter season unless it was absolutely necessary for him to do so.

The first meeting to bring about the confederation of the province was held in Charlottetown, Prince Edward Island, which may justly be called the cradle of Confederation. Curiously enough, when Confederation was consummated in 1867, Prince Edward Island did not join the union because she thought that the terms offered were not such as would meet her necessities, the crux of the difficulty being the winter navigation of the straits. In 1873, however, when she thought the matter had been so arranged that there would be no further difficulty, Prince Edward Island, under what is known as the "better terms," became a province of the Dominion. In order that we may have a fair understanding of one of the conditions which induced Prince Edward Island to become a member of the Confederation and which was cited in the bond, I quote these words from the Imperial Order in Council under which Prince Edward Island came into the Dominion of Canada:

Efficient steam service for the conveyance of mails and passengers to be established and maintained between the island and the mainland of the Dominion, winter and summer, thus placing the island in continuous communication with the intercolonial railway and the railway system of the Dominion.

(Continued on page 2)

Mr. McIsaac's Speech On
The Budget

(Continued from page 1.)

That was the condition that the people of Prince Edward Island desired most. Prince Edward Island became a member of the Dominion of Canada in 1873. About three and a half years later, the first attempt was made to implement the above promise by putting the steamer Northern Light on the route between Prince Edward Island and the mainland. The Northern Light, which was a fairly good ship with a wooden hull, commenced plying between Georgetown and Picton on the 25th December, 1876. In that winter she managed to make thirty-five round trips between the Island and the mainland, and for twelve years this was the only steamer, making anywhere from twenty-five to sixty round trips each winter. After the Northern Light had served for those twelve years, the Government of Canada supplied the steel steamer Stanley for service between Prince Edward Island and the mainland. The Stanley was a splendid ship, well proportioned in regard to size and power. She was not a large ship; the horsepower of her engines was not very great, but she did good service. To show what an excellent ship the Stanley has been, after thirty years' service she is at the present time doing service for the Government of Canada. Just recently she was commissioned to go to the Magdalen Islands to take the first relief to those people after the winter. She has, as a matter of fact, been there during the winter, and she has been going around in the ice relieving other ships that have become ice-bound. On the 3rd day of January, 1900, the steamship Minto, which came out from the old country in the previous autumn, was put into the service in conjunction with the Stanley. She was a more powerful steamer than the Stanley, but it is a matter of doubt whether or not she did very much better service than the Stanley. Those two boats were doing pretty fair service. The Minto continued in service until 1915. Later on the Earl Grey, a splendid ship, was commissioned for the service, and she started in the winter of 1909. The Earl Grey, which was a large ship had very powerful engines, but I have been told more than once—I am not positive as to this—that her hull was not strong enough for her engine-power, and as a result she was unable to give as good service as she would had her hull been able to stand the full power of the machinery.

At this stage, before I proceed any further about the steamers, I wish to say this: As I said in the beginning, I am not here to complain as to the service which was done during those years by these steamers to keep up communication with the mainland in the winter time. I am simply giving a brief history of the service, and I am willing to give thanks where thanks are due. I am willing that those who did the service should receive due consideration and thanks therefor.

While the steamers were doing very well there was in the minds of the people of Prince Edward Island all through those years an idea that those steamers were not giving such service as they considered would be carrying out, practically and fairly, the terms of Confederation. There was always that idea of instability, of lack of finality, that this was not the best service that could be had, and that some other means should be taken to bring about a better service. There grew up an idea that a tunnel could be constructed under the straits of Northumberland, a distance of nine miles, and that by that means the people of Prince Edward Island would have no diffi-

culty, during the winter in keeping in constant communication with the mainland. The agitation for the tunnel went on for a number of years, and assumed very considerable proportions. That shows the people down there were not satisfied, and that some better means of communication must be provided before the terms on which Prince Edward Island entered Confederation could be regarded as having been satisfactorily carried out. At different times the leading statesmen of Canada have had occasion to visit Prince Edward Island, generally in the summer, but sometimes in the winter. These distinguished visitors who came in the winter time were subjected to all the hardships and inconveniences entailed in crossing the Straits of Northumberland in an iceboat. I might add that there was hardly a winter when the iceboats had not to be used for a month or two, as the steamers could not get through the ice. Very often the people would be without mails for several days, until the iceboats were brought into requisition. In 1891 the present leader of the Opposition in this House visited Prince Edward Island in the winter season, and I believe, he was subjected to the hardship and inconvenience of crossing Northumberland Strait in an iceboat. The matter was brought to his attention at all events, and on his return he wrote a letter to the editor of the Charlottetown Guardian, dated February 19, 1891, as follows:

Dear Sir: I have your favour of the 2nd of February. I hardly thought that an expression of opinion as to the construction of a tunnel to connect the Island of Prince Edward with the mainland should be required. Every man who has given any attention to the condition of things and the necessities involved by the Island entering into confederation must admit that such a tunnel must be constructed if the thing is reasonably practicable. The first thing to be done is to have an accurate survey and estimates. I am only sorry that it was not done long ago.

Yours very truly,
Wilfrid Laurier.

So in 1891 he was strongly in favour of a tunnel if at all practicable. A few years afterwards the right hon. gentleman took the reins of power in Canada. What representations were made to him thereafter regarding a tunnel I do not know, but I am informed, that he has never done anything towards building the tunnel except writing the letter I have just read. Let me tell what happened to those winter steamers. The largest of them all, the Earl Grey, was sold to the Russian Government in 1914, and in 1915 the Minto was also sold to that Government. There must be a tiny bit of regret in our souls when we reflect that these steamers, which have done such fine service in our part of the country, are now being used perhaps by the Bolsheviks or even by the Germans. I should like to read a despatch in a paper that has just been placed in my hands about the steamer Stanley. The ice seems to have a spite against the Stanley and never wants to let her get through. The despatch is as follows:

Halifax, N.S., May 2.—The Naval Department here has despatched a tug to the assistance of the Dominion Government steamer Stanley, before reported in distress at a point twenty-five miles off East Point, P. E. I., while en route from Louisbourg, C. B., with mails for the Magdalen Islands. The first message from the Stanley stated that her rudder had been carried away. Last night the Marine and Fisheries Department had a wireless from her saying that temporary repairs had been made to the rudder, but that it was impossible for her to get through the ice floes.

I now turn to another phase of this question. In the year 1911 the right hon. gentleman who leads this Government visited Prince Edward Island. The question of winter communication between the Island and the mainland was brought before him and he made this statement (it may not be word for word, but it is substantially what he said):

I am willing to admit that in this beautiful and fertile province you have been labouring under serious handicaps ever

since your entry into Confederation on account of your want of proper communication. I am so seriously impressed with this fact and the knowledge that although some serious attempts have been made to abate this condition, I may tell you that if elected to power I shall use every practical means either by tunnel, which has been much advocated, car ferry or some such mode best known to the scientists of to-day, to implement the terms of Confederation which thus far have been in abeyance.

This was the statement made in 1911. This was not a mere empty promise, but it was a promise that had behind it earnestness, sincerity and the determination to fulfill it should the promise be placed in a position where he would be able to do it. I want to tell you that that promise was carried out. A car ferry, the latest and greatest accomplishment of marine architecture and engineering as far as ice breakers are concerned, was built for the service between Prince Edward Island and the mainland and came to Canada in the summer of 1915. It was placed in commission between the Island and the mainland in the winter of 1916. It was not placed where it is now plying for the reason that there were no terminals where the steamer could have docked. It piled between Charlottetown or Georgetown and Picton performing admirable service. It did not give its ideal service plying between these ports because the car ferry is a steamer on which are two lines of rails that can accommodate six cars each. The ferry is capable of carrying twelve Intercolonial railway freight cars across the straits of Northumberland every time it makes a trip.

The cost of the car ferry was \$670,000. In addition to supplying the steamer, terminals were arranged for and built, one on the Prince Edward Island side which now most appropriately bears the name of Port Borden, and one on the new Brunswick side at Cape Tormentine. These terminals cost \$2,205,000. The car ferry and the terminals at present in operation cost \$2,875,000. That, Sir, is the way in which the right hon. Prime Minister carried out his promise to Prince Edward Island.

But, that is not all. In order that the car ferry may be effective, that it may do the work which it was intended to do, it is necessary that the narrow gauge Prince Edward Island railway shall be standardized and become of the same gauge as the Intercolonial railway on the mainland so that cars taking their departure from any part of Prince Edward Island may go to all portions of North America. The intention was to broaden the gauge of the Prince Edward Island railway, but like many other projects of great importance contemplated by the Government, it became necessary, in consequence of the war, and the enormous expenditure involved in carrying it out, that the completion of this portion of the connection between Prince Edward Island and the mainland should wait until times are better and money will be easier to obtain.

During the past winter, for the first time, the car ferry plied between Port Borden and Cape Tormentine, and the success that has attended its operations during a winter of unprecedented severity has revolutionized the ideas of the people of the island regarding their connection with the mainland. They now feel for the first time that they are a part of Canada, that they are not isolated as they have been in past years. Here is the proof. There was not a day during the winter that the car ferry could not cross in those heavy ice flows, and on some days make two or three round trips. It is able to make the passage in fifty minutes under favorable circumstances, and at no time was it more than three hours in making the crossing. There was not a day upon which it might not have crossed, although there were a few days when it did not cross because there were no trains on either side and consequently nothing to cross for.

What we desire now is to have the Prince Edward Island railway standardized. We would like to see this work commenced as soon as possible, but no one realizes more fully than the people of Prince Edward Island that this is not a time when we should ask

Progress of the War

London May 7.—In the enemy countries a curious situation exists. While the Kaiser and Von Hindenburg talk of "new roads, to victorious German commerce," Austrian labor is demanding the eight hour and is protesting against the food shortage. The loudest pan-Germans cry for "strong peace," the sharper are the protests of the Austrian masses against the prolongation of the war. In neutral countries the peace offensive is causing less observers believe that much heavy fighting must come before the belligerents will be ready to gather around the table. The effect of the plethora of peace rumors is shown plainly in the press which has turned suddenly from one extreme to the other. Having just passed through a period of grave anxiety, the newspapers now pretend to see in the military pause the collapse of the German offensive power.

London, May 8.—After a heavy bombardment on a wide front in Flanders, the German infantry this morning launched an attack south of Diekebusch Lake, which lies between Ypres and Kemmel. Says Reuter's correspondent at British headquarters:

"The attack apparently was only in divisional strength, but it may develop larger proportions. The enemy seems to have penetrated our front line between the Lake and ridge Wood and some parts of Germans are reported in the eastern wood itself. The fighting was in fine weather. We still hold the major part of the wood and also Kleine Veerst. The technical objective of the enemy operation seems to be an attempt to clear the way for a thrust toward Scherpenberg from the northeast and it may prove to be the beginning of more fierce fighting in this region.

London May 8.—In an attack against the British and French lines between Laelyte and Vornezele, in the Ypres sector, the Germans early this morning succeeded, after heavy fighting, in entering the allied front line positions at certain points according to Field Marshal Haig's official communication issued this evening. The communication adds that at all other points the enemy met with repulses. This morning the enemy launched a strong local attack against French and British troops in the sector between Laelyte and Vornezele, and in the center his attack succeeded, after heavy fighting in entering the front line of the allied positions, at certain points. The fighting continues intense. At all other points the enemy attacks were repulsed. "By successful local operations the French troops advanced their line during the night south of Laelyte and captured a number of prisoners. On the remainder of British front there was nothing special to report."

London, May 10.—Though the guns are booming loudly in many sectors of the battle front and a bright day furnished ideal fighting weather, the German infantry still awaiting the word to begin the next attack. The artillery duel on the Somme presages an early resumption of artillery operations. Amiens is now showing many battle scars. It has been under fire for several days. The Germans are making their preparations cleverly, but there seems to be good reason to expect a heavy blow to the south of Amiens, just as the signs point to a drive south of Ypres.

The clear weather of last few days has given the allied airmen an opportunity to observe the tremendous amount of work which the enemy has done since his drive halted east of Amiens a month ago. Light railways, bridges and corduroy roads have been built. Heavy howitzers have been brought up and great quantities of ammunition and stores have been carted across the devastated area. Behind his lines there is the industry and activity of a million "ants" for the next blow is intended to be a mighty effort equalling if not exceeding in power the March advance. The Germans know that on this side of the line similar preparations are going on and

Gen. Maurice's Charges
Against Government

London, May 6.—Major General Sir Frederick Barton Maurice, Director of Military operations at the War Office from 1915 until recently when Brigadier General D. E. L. Radcliffe, succeeded him addressed a letter to several of the morning papers which has created an extreme sensation. General Maurice challenges the accuracy of certain statements made in the House of Commons, with regard to the military situation, by Lloyd George and Bonar Law, and demands a Parliamentary investigation. General Maurice's letter raises as serious an issue as any that has confronted the British people, speaking from the domestic point of view, since the war has begun. His direct challenge to the accuracy of the ministerial statements is regarded as a most serious indictment of the Government. On all hands, it is recognized that a most critical period has been opened. General Maurice's letter closes with these words: "My reasons for taking the very grave step of writing this letter are that the statements quoted above are known to a large number of soldiers to be incorrect; and your knowledge is breeding such distrust of the Government as are only ended by impairing the splendid morale of our troops at a time when everything possible should be done to raise it. I ask you to publish this letter in the hope that parliament may see fit to order an investigation into the statements I have made."

Andrew Bonar Law, the Government spokesman in the House of Commons announced that the Government proposed to ask two judges to act as a court of honor in the investigation of the charges made by General Maurice. The motion introduced by former Premier Asquith providing for the appointment of a special committee to investigate the charges made by Major General Frederick B. Maurice, was voted down by a vote of 293 to 196.

London, May 10.—The most talked of man in England today is Chief Frederick B. Maurice, formerly chief director of military operations at the war office.

If some volunteer general, or some soldier who had graduated from politics or business into soldiering, had defied and "trampled upon all the laws and traditions of the British army and all armies, he would not have excited such enormous surprise as has General Maurice in his famous letter impugning the veracity of the ministry. Had some less well-trained officer written the letter, it would of been put down to lack of tradition and a disregard of the conventionalities by a citizen soldier.

His receptions to the correspondents have not been interviews, but lectures. The correspondents filed into the sanctuary at the war office at the appointed minute. Any man who was late found the door barred against him. Military usage demanded promptness, and General Maurice would not forgive or excuse a lack of it.

A tall blonde gentleman with a fresh pink complexion and a monocle, surrounded by maps of all sorts—contour maps, flat maps, maps of elevation—all marked with flags, with numbers and with red-blue and yellow pencil marks, faced the correspondents. General Maurice dealt with all those maps as Paderewski deals with the keys of a piano. He knows every detail of them.

"Good afternoon, gentlemen," was the greeting; never anything more; no word was wasted in gossip or persiflage. Standing before the maps with a professional manner and in language so precise that his stenographer would not need to correct it, the general stated the military situation. Having finished, the general paused for questions. All answerable questions were replied to promptly and incisively, with no elaboration. He was one of those "who suffer fools badly." Foolish questions occasionally were asked by amateur strategists. He crushed them quickly and curtly. He did not parry with them.

The "Bonus" Captain C. J. Straight, Victoria, is loaded ready for her first trip of the season to Picton, with the following produce, shipped by Wright Bros: 2400 bus. oats, 550 bags red potatoes, 750 bags blue potatoes, 66 bags white potatoes, 15 bags turnips, 25 bags timothy seed.

MINARDS LINIMENT CURES GARGET IN COWS.

Local and Other Items

Chief Justice Mathieson is daily improving and expects shortly to be able to leave the hospital.

Arrangements have been made by the Agriculture Department of the Nova Scotia Government with the Royal Bank whereby farmers can obtain an easy cash credit of one hundred dollars to be applied to the purchase of seed and fertilizer, to stimulate the crop production—New Glasgow Chronicle.

The trial of Dr. Horace Legault, a well known physician, of the capital, on a charge of having attempted to bribe Captain Dr. Andrew P. Davies, a member of the army medical board, is closed. Dr. Legault pleaded guilty to the charge as soon as it was read to him, and was fined \$500 and sentenced to 60 days in jail by Magistrate A. K. W. H.

If a scattered and broken remnant, overwhelmed because not reinforced, should return to Canada, it would profit little to tell that while they were being decimated our production had been largely increased. In these words, the Prime Minister sums up the situation at the front in its relation to the order-in-council cancelling the exemptions of Class men between 20 and 22 years of age inclusive.

A private cablegram received in Charlottetown brings the good news that Major D. A. McKinnon D. S. O. has been awarded the Croix de Guerre, a French decoration.

Major McKinnon is Officer Commanding the 36th Battery and has been almost two years in France. He won his D. S. O. last June. Hearty congratulations to this gallant and efficient officer are now in order. Two decorations within a year constitute a most enviable record. This indicates the magnificent work done by the Canadian Artillery in the war, and the splendid class of officers which this province has sent overseas.

The Commencement Exercises of Prince of Wales College were held on Friday morning. There was a large attendance of students, with their relatives and friends. Premier Arsenault presided and there were on the platform. His Worship the Mayor of Charlottetown, the Chief Superintendent of Education, Ex-Governor McKinnon, members of the college staff and others. There have been in attendance in the past year 806 students of whom 208 are young ladies and 88 young gentlemen. To the graduating class and students at large Principal Robertson delivered a thoughtful address, full of good advice.

Ottawa advices state that a salary increase, or a special bonus, to help the lower classes in the civil service in solving the high cost of living problem is likely to be provided in the supplementary estimates. The government employees in the lower grades of the services, such as letter carriers, mail clerks, packers, messengers etc., are not, it is stated, paid more comparatively as well as men in other vocations, and have a hard struggle to make both ends meet under present prices for necessities. The cost of living has soared during the war years much more rapidly than the government pay.

Mr. Edward Pigeau, son of Mr. Theodore Pigeau left Friday morning for Toronto, preparatory to proceeding overseas, as a member of the Royal Flying Corps. He was formerly engaged in the Department of Agriculture and subsequently took a six weeks course at Truro Agricultural College. Before the Flying Corps training school was opened at Toronto Mr. Pigeau had embarked to become an aviator and joined the famous school in Texas, where he graduated with flying colors, and is now the proud wearer of two wings with the high rank of Flight Lieutenant. Some time ago he had an accident with his machine which fell and smashed the plane, but fortunately Mr. Pigeau escaped without slight injuries. The best wishes of his friends go with him to Europe.

MINARD'S LINIMENT CURES DYPHTHERIA

Local and Other Items

Dr. Rupert F. Seaman, son of Mr. and Mrs. J. D. Seaman, has been appointed Medical Superintendent of Falconwood and intends taking up his duties some time during the coming summer.

The closing exercises of St. Dunstan's University takes place on Wednesday afternoon. There are fifteen graduates this year. Mr. Henry McMillan is the valedictorian.

The examinations for Teachers' Licenses started Monday in Prince of Wales College. There are fifty-one persons taking the first year, second class exams, and three taking the second year first class.

A Quebec despatch states that in view of the recent order-in-council calling men to the colors, and the likelihood of other classes being called as well, it is stated here that Laval University may not open its doors for courses next fall.

Kenersky, ex-Premier of the Russian Republic, is now on his way to America. He states that Russia is now absolutely dependent for its salvation upon recognition of the Entente Allies. He bitterly deprecates the present order of things.

"You will be confined in the Kingston penitentiary for five years," announced Judge Winchester in the criminal court, when Louis M. Maynard, charged with the theft of \$117,000 from the McCall and Dundas branch of the Dominion Bank, appeared for sentence.

A German mail team recently bolted into the British lines when an enemy transport column was stampeded by violent artillery fire. A report today to the headquarters of the British military mission, telling of the incident, said the captured letters revealed a marked lack of enthusiasm among the enemy forces.

The report that Sir Lorne Gouin and Monstigneur Mathieu of Regina, who have arrived in the capital will confer with the Government in regard to the enforcement of the military service act in Quebec is believed now to be well founded. It is stated that the better feeling which has prevailed in Quebec in recent weeks has been brought about in a large measure by the influence and advice of Archbishop Mathieu.

Formal notice appears in the Canada Gazette of the intention of the Northern Crown Bank and the Royal Bank of Canada to apply to the Minister of Finance for the approval of a recent agreement of amalgamation between these two institutions. The Royal Bank agrees to issue to the Northern Crown Bank 10,883 fully paid shares of the capital stock of the Royal Bank, of the par value of \$100 each and amounting in value to \$1,088,300 and to pay the Northern Crown Bank the sum of \$576,970, cash.

Out of 382,000 unmarried Canadians between the ages of 20 and 35 who registered under the Military Service Act, 118,000 or about 30 per cent, were found medically unfit for active military duty. This remarkable fact was disclosed in an answer given in the Commons last week to a question placed upon the order paper by Thomas McNutt, Unionist member for Sablecote. Of the 118,000 who failed to measure up to category "A" no fewer than 60,000 were placed in category "E" indicating serious medical incapacity.

Sir Wilfrid and Lady Laurier have received felicitations upon the fiftieth anniversary of their wedding day. There will be no celebration of any kind, although the event will no doubt be referred to by the Prime Minister in the House. Sir Wilfrid and Lady Laurier, formerly Mdlle. Zoe Lafontaine, were married in Montreal on May 13, 1868. Sir Wilfrid and Lady Laurier had requested that the anniversary should not be celebrated by any festivities in view of the general sorrow caused by the war, but his friends in the House of Commons and Senate refused to let the occasion pass without giving a tangible expression of their felicitations. A presentation of a gold plate was accordingly made to the veteran statesman and his amiable lady.

Local And Other Items

Two women spies, Josephine Alvarez and Victorine Faneher, condemned to death by court martial on January 25, were executed at Nantes, on Monday May 6.

In the Legislative Council, the second reading of the bill to extend the life of the Newfoundland Legislature for another year, which passed the House of Assembly last week, was carried by a vote of twelve to seven.

Mr. F. W. Hyndman has transferred to Mayor Wright all application forms, transportation warrants and other necessary documents relating to the Royal Air Force, of which his worship is now recruiting for this province.

A German submarine landed a man on the British coast where he was arrested by government officials. James McPherson, a parliamentary secretary to the war office, announced in the House of Commons that this man was in the Tower of London and would be court-martialed.

Rev. Mgr. D. J. Gillis, Indian River, who has been in a hospital in Montreal, had an operation performed on one of his eyes a short time ago, and expects to have the other eye operated on soon. His many friends will be pleased to hear that the first operation is reported successful.

It is practically decided that June 22, will be selected as the date for the national registration of Canada's man and woman power. Arrangements are now being perfected by the registration board, and everyone will be called on to give an account of his or her present occupation and what they may consider themselves qualified for in other lines.

Hon. A. K. McLean has given notice of the following addition to his budget proposals: That it is expedient to provide that a war excise tax be levied, collected and paid on all cinematograph or moving picture films, positives one and one-eighth of an inch in width and over, of fifteen cents on each film for each day upon which film is issued.

A further reduction in the meat rations in the United Kingdom has been found necessary, according to cable advices received by the Canada Food Board from the British Ministry of Food. The cable also states that there is a shortage of both cheese and butter, and it is hoped that large supplies will be forthcoming from Canada.

It is not the intention of the Government that the bill to amend the Civil Service Act and bring the outside service under the civil service commission and provide for the making of appointments and promotions on the basis of merit only shall be jettisoned in the effort to bring the session of parliament to an early close. Sir Robert Borden made it clear today that the Government proposed to introduce the bill and to proceed with it. His wish is that the bill shall become law without delay, and it will not be the fault of the government if it is not passed this session.

The C. G. S. Stanley which has been adrift in the ice of the Gulf of St. Lawrence with her rudder broken for nearly a week managed to reach North Sydney Friday. The steamer had temporary repairs made to the rudder and when she got clear of the ice and was able no doubt, to reach port unassisted. A tug under naval character, which was sent from Halifax to the steamer's assistance some days ago, ran short of coal and was obliged to put into Port Hastings on the southern coast of Cape Breton to get a fresh supply.

The orders issued by the Registrar at Charlottetown to men of ages 20 to 22 inclusive to report for duty on dates between the 7th and the 24th of May, have been cancelled on account of quarantine at the Armouries. As instituted by General McEwen men from the urban districts were called before those on the farms. Under the extension granted no men will be called before June 1st and then only to parties as required, beginning with those in the urban centres and thus giving those on farms a longer time for their Spring work.

Island Captain Escapes

An Atlantic Port, May 7—A solid British fist and opportune arrival of an allied destroyer saved Capt. J. A. McDonald of a Canadian schooner, now at the bottom of the Atlantic, from being carried a prisoner in a submarine to Germany.

Captain McDonald told the story on his arrival here today on an American steamship. The U-boat had fired a torpedo into the schooner, on her way from a Canadian port to Europe. The submarine commander had ordered Capt. McDonald whose home is on Prince Edward Island, into the undersea craft. While some of the German crew were busy on the sinking schooner, arranging to transfer stores needed by the U-boat, the two captains stood in the unenclosed conning tower as spectators.

"I am going to take you to Germany for a spell and see how you like it," the German commander said to the P. E. I. man. "Are you?" queried Captain McDonald, whereupon he swung his fist to the German's jaw and, as the U-boat commander fell stunned McDonald climbed into the tower and dived into the sea. He swam deep to avoid being shot. There was wreckage floating and good fortune brought McDonald to the surface beside it so that he was hidden from the sight of the enraged submarine crew. During the search for him a destroyer dove in sight and the Germans hastily abandoned the schooner and the U-boat fled. The schooner of 209 tons gross, sank.

Training Corps At Laval University

L'Action Catholique of Quebec reports that Laval University has accepted the proposition of the military authorities to form an officers' training corps on the plan of the OTC of Laval in Montreal. "This corps will be first limited to 250 men but it will increase with time, as this unit is not only for the university and affiliated colleges, but for educated young men as well. The members of this new unit will at first be enrolled as soldiers of the expeditionary force and their instruction will be given by competent officers. Once their military education is completed, they will be employed as officers in the Canadian military centres. Others according to their desires, will obtain commissions in the overseas Canadian army, and in the Imperial army as well. This unit will likewise be called upon to furnish reinforcements for overseas service. They will leave together for England, but once there they will be merged into regiments of their choice. The military authorities point out the double advantage offered by the formation of this training corps. It will furnish them in the first place an occasion for advancement which they would not secure otherwise, and it will group together young men of superior education. All of the colleges affiliated with Laval at Quebec will be called upon to furnish recruits to this training corps."

French Boy a Real Hero

London, May 6.—Lieutenant General Sir Robert Baden-Powell addressing a central meeting of boy scouts at Guildhall, told of the work done by French boy scouts in the neighborhood of the fighting line. A heroic deed by one French boy scout was described in a letter found on the body of a dead German. General Baden-Powell read the letter which follows: "A traitor has just been shot—a little French lad belonging to one of those gymnastic societies which wear the tri-color button. The poor little fellow in his infatuation wished to be a hero. A German column was passing along a wooded defile and the boy was caught and asked whether the French were about. He refused to give information. Fifty yards further on fire was opened from the cover of the wood. The prisoner was asked in French if he had known that the enemy was in the forest and he did not deny it. He went with firm step to a telegraph post and stood up against it with a green vineyard behind him and received the volley of the firing party, with a proud smile on his face. Infatuated boy! It was a pity to see such wasted courage."

Severe Headaches

CAUSED BY SLUGGISH LIVER.

When the liver becomes sluggish and inactive the bowels become constipated, the tongue becomes coated, the breath bad, the stomach foul and then come headaches, heartburn, floating specks before the eyes, water brash, biliousness and all kinds of liver troubles. Milburn's Lax-Liver Pills will stimulate the sluggish liver, clean the fouled-out tongue, sweeten the sour stomach and banish the disagreeable headaches. Mrs. A. Shubbery, Halifax, N.S., writes:—"I take pleasure in writing you concerning the great value I have received by using Milburn's Lax-Liver Pills for a sluggish liver. When my liver got bad I would have severe headaches, but after using a couple of vials of your pills, I have not seen bothered any more." Milburn's Lax-Liver Pills are 25c. a vial at all dealers or mailed direct on receipt of price by The T. T. Milburn Co., Limited, Toronto, Ont.

DIED.

HORNE—At Charlottetown, May 10th, after a brief illness, sanctified by the last rites of the Holy Catholic Church, Ellen, relict of Mr. Alfred Horne, in the 88th year of her age. R.I.P.

CREAMER—In the Charlottetown Hospital, on May 12th, 1918, Eliza M., beloved wife of Mr. Bernard Creamer of Souris, aged 56 years. R. I. P.

WALSH—At West River, May 8th, Peter F. Walsh, nephew of Mr. and Mrs. Jas. Hynes. R.I.P.

TIBBETTS—In Dorchester, Mass., on May 6th, Mrs. Charles G. Tibbetts (nee Katherine Arthur) daughter of Mr. and Mrs. Katherine Arthur, Mt. Hope.

CAHILL—In this city, May 9th, Richard Cahill, aged 72 years.

TENDERS FOR COAL.

Sealed tenders will be received at this office until noon on THURSDAY, MAY 16, 1918 from any person or persons willing to contract to supply the Provincial Building, Law Courts, Prince of Wales College, Hospital for the Insane and Provincial Infirmary, Queen's County Jail, Georgetown Court House and Jail, Summerside Court House and Jail, and Ferry Steamer Hillsboro, with coal.

Coal for the Hospital for the Insane and Provincial Infirmary to be delivered on Falconwood Wharf and coal for the other Buildings, to be delivered in their respective vaults, at the cost of the Contractor by the first of September next.

Weights scales to be approved of by the Department.

Full particulars as to the quality and the 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 will be addressed to the undersigned and marked "Tenders for Coal." L. B. McMILLAN, Secretary of Public Works, Department of Public Works, Charlottetown, P. E. Island. May 8, 1918—21

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 14th June, 1918, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, six times per week. Over Rural Mail route No. 2 from Armadale, P. E. Island (from the 1st July next). Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Armadale, and at the Office of the Post Office Inspector. JOHN F. WHEAR, Post Office Inspector. Post Office Inspector's Office, Ottawa, April 30, 1918. April 24, 1918—3

HAD TO GO TO BED KIDNEYS SO BAD COULD NOT STAND STRAIGHT.

Women should not despair even if they are troubled with severe pains in the side or back, and not able to attend to their household duties. The kidneys of course, are to blame nine times out of ten, but they can be promptly and permanently made healthy by the use of Doan's Kidney Pills. Mrs. M. M. Mason, Pawlow, Sask., writes:—"I feel it my duty to recommend Doan's Kidney Pills to anyone having weak kidneys, as they have been a great help to me. A month ago my kidneys were so bad that I had severe pains in my side and back, and it was impossible for me to stand straight. I then got so bad I had to go to bed, and was that way for a week. We sent for some Doan's Kidney Pills, and I have taken just about one box, and now I am able to be up and do my own work. I am certainly grateful for the good they have done me." To ensure getting Doan's Kidney Pills when you ask for them, see that they are put up in an orange box with our trade mark of a "Maple Leaf" on the label. Price 50c. per box at all dealers or mailed direct on receipt of price by The T. T. Milburn Co., Limited, Toronto, Ont.

CARTER'S Tested Seeds!

1918. Arriving Daily. 1918. Carloads of Choice SEED WHEAT White Fife, Red Fife, Marquis, Colorado Bearded SEED OATS

Heavy, re-cleaned and graded Island grown Banner, Irish White (heavy yielder), Ligowo, Black Tartarian, Old Island Black, Choice Imported Banner.

Clover and Timothy Seed

High grade Nos 1 and 2 quality, our celebrated Queen, Mammoth, Rose, Alsike, Early Red and White Dutch. Alsike and White (mixed) special for pastures.

Nos. One and Two Grades Timothy Seed; also fancy No. 1 Seed and good No. 2.

Carloads of Vetches, Field Peas, Fodder Corn, 2 and 6-rowed Barley, Buckwheat, Flax Seed, Spring Rye, etc., etc., all at the Lowest Prices, Wholesale and Retail, at our Seed and Grain Warehouse, Queen Street, and by nearly two hundred merchants in P. E. Island. (See list in Seed Catalogue)

CARTER & COMPANY, Ltd. Seedsmen to the People of P.E.I.

MOORE & McLEOD, Ltd. 119-121 Queen Street, Charlottetown

We want to show you the Best Overcoat \$15

You Want a New Overcoat You have been planning to get one for weeks now, and of course you want to get the Best Overcoat that your money will buy. You will be helped to the best \$15.00 Overcoat—in this big men's store of ours.



Here are the specifications: FUR COLLAR OVERCOAT.....\$15.00 Men's Black Beaver Cloth Overcoat, made in a 50-inch Double Breast Style, with barrel buttons and loops. The fur collar is of 1-piece Black Persian Lamb warm quilted lining, 2 outside pockets, and a feature about this coat is the heavy knitted wristlets. All sizes. Price.....\$15.00 Have you seen our range of \$15.00 Winter Overcoats? You will say they are the best you ever saw. As many have said they are big values for little money. They are made from a good heavy English Tweed, full lined, double breast style, convertible collar that will button up closely round the neck. These coats have a good appearance and will supply the very best in winter comfort. They come in fancy browns, grey and mixed tweeds. Length 50 inches. Breast 36-44. Price.....\$15.00

Your Soldier Boy Wants HICKEY'S TWIST

No matter where he is, or what other tobacco he can get, the Island soldier who chews tobacco is never satisfied with anything but HICKEY'S TWIST. In hundreds of letters from the boys in Flanders, France, England and the training camps, they ask for HICKEY'S TWIST—and the 105th took along 20,000 figs with them. Send your soldier boy a pound of HICKEY'S with the next parcel. Hickey & Nicholson, Ltd. CHARLOTTETOWN.

Right Now

Right now is the time to be doing. The thing would you do it at all. The plan of your soul, nor eschewing.

The Lieutenant's Betrothed

(From the French of Pierre L'Ermitte.) (Concluded.) "Here is her picture" And the poor young fellow drew from a battered portfolio—which has seen hard fighting—a photograph, out of which shone a face grave and serious—the face of a young girl.

Aching Joints

In the fingers, toes, arms, and other parts of the body, are joints that are inflamed and swollen by rheumatism—that acid condition of the blood which affects the muscles also.

Hood's Sarsaparilla

Removes the cause of rheumatism—no outward application can. Take it. Then she hesitates no longer—she has faith. "You accuse the Lord? Here is her answer."

The Disabled Soldier

An article by John Galsworthy in the British War Pensions Gazette pleads for a mighty effort to induce the disabled soldier to avail himself of the offer of re-training instead of taking the first job that offers. After pointing out that even in France a large proportion of such soldiers are refusing the training offered them, the writer continues.

China's Walled Cities.

In the illustrations of articles on China there appear very frequently pictures of immense walls here and there surmounted by towers. China possesses thousands of walled cities, large and small.

THIN MILK

How can the baby grow strong if the nursing mother is pale and delicate? Scott's Emulsion makes the mother strong and well; increases and enriches the baby's food.

CAUGHT COLD

NEGLECTED IT WAS SICK FOR MONTHS.

You should never neglect a cold, however slight. If you do not treat it in time it will, in all probability, develop into bronchitis, pneumonia, asthma, or some other serious throat or lung trouble.

MacLellan Bros.

When it comes to the question of buying clothes, there are several things to be considered. You want good material, you want perfect fitting qualities, and you want your clothes to be made fashionable and stylish, and then you want to get them at a reasonable price.

FLEISCHMANN'S YEAST

TO MAKE GOOD BREAD You must have Good Yeast. GOOD BREAD is, without question, the most important article of food in the catalog of man's diet; surely, it is the "staff of life."

HEART WAS BAD

WOULD WAKEN UP IN DISTRESS. There is nothing that brings with it such fear of impending death as to wake up in the night with the heart pounding and thumping. This uncertain and irregular heart action causes the greatest distress of both mind and body.

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LET US MAKE

Your New Suit. When it comes to the question of buying clothes, there are several things to be considered. You want good material, you want perfect fitting qualities, and you want your clothes to be made fashionable and stylish, and then you want to get them at a reasonable price.

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CANADIAN GOVERNMENT RAILWAYS

Change of Time. Effective 1st of May, changes as follows will be made in the time of trains:

Train will leave Borden at 6.20 a. m., arrive Emerald 7.20, Summerside 9.00, Charlottetown 10.30 a. m. Train will leave Borden 3.30 p. m., arrive Emerald 5.40 p. m., Summerside 7.25 p. m., and Charlottetown 5.00 p. m.

McLEOD & BENTLEY

Barristers, Attorneys and Solicitors. MONEY TO LOAN Offices—Bank of Nova Scotia Chambers

ALLEY & CO.

AGENTS FOR Queen Quality and Amherst Shoes. This year we have stocked up with many new lines of medium priced Footwear

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Are You Far Sighted?

Must you hold the book or paper at arm's length to get the proper focus. If so, you will be "far sighted" in a proper sense if you come to us at once for a remedy.

Near Sighted People

See clearly close by, and for this reason try to get along without glasses, thereby suffering endless misery, and sometimes blindness follows. We are competent to examine and fit your eyes with the proper glasses, and guarantee satisfaction.

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HEART WAS BAD

WOULD WAKEN UP IN DISTRESS. There is nothing that brings with it such fear of impending death as to wake up in the night with the heart pounding and thumping. This uncertain and irregular heart action causes the greatest distress of both mind and body.

CHINA'S WALLED CITIES.

In the illustrations of articles on China there appear very frequently pictures of immense walls here and there surmounted by towers. China possesses thousands of walled cities, large and small.

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THIN MILK

How can the baby grow strong if the nursing mother is pale and delicate? Scott's Emulsion makes the mother strong and well; increases and enriches the baby's food.

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Table with columns: NAME, ADDRESS, BREED, MALES. Lists various sheep breeds and their owners, including Dan G. McCormack, Dan A. McNeill, J. Leslie Poole, Joseph Carmichael, Col. G. Crockett, G. W. Wood, A. P. Ings, Jos. L. Cameron, C. B. Clay, John Howlett, A.A. Farquharson.