

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, APRIL 24, 1912

Vol. XLI, No. 17

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## FOR HEALTH AND COMFORT Wear Stanfield's Underwear!



For the man who must work out doors in winter, there is nothing more essential for good health and comfort than good heavy Woolen Underwear.

Stanfield's Underwear is made from all pure wool; it is well-made, every stitch is put in just right. It is made to fit perfectly, which insures extra comfort.

"Stanfield's" is the cheapest Underwear to buy. When you buy "Stanfield's" you get one hundred cents worth of value for every dollar you spend. We sell

Stanfield's in all the different weights.

Stanfield's "Green Label," a heavy ribbed Underwear, all pure wool, double breasted, well made; absolutely unshrinkable.....\$2.00 a suit.

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Stanfield's "Blue Label," a very heavy line. Will keep you warm in any climate, no matter how cold. Won't shrink. All sizes.....\$2.80 a suit.

Come in and have your Underwear needs supplied.

**MacLELLAN BROS.**  
253 QUEEN STREET.

## 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**



TRY OUR

## Home-Made Preserves!

Made from home grown fruit. We have a large stock on hand. Sold in Bottles, Pails, and by the lb.

## CRANBERRIES

We have on hand a quantity of good Island Cranberries at 8 cents per quart.

## A FULL LINE OF CHRISTMAS SUPPLIES

On hand, including Raisins, Currants, Extracts, Spices, Peels, Nuts, Confectionery, etc.

Give us a call.

## EUREKA TEA.

If you have never tried our Eureka Tea it will pay you to do so. It is blended especially for our trade, and our sales on it show a continued increase. Price 25 cents per lb.

## R. F. Maddigan & Co.



Price \$2.50

## Amherst Boots

Are the Farmer's friends.

Made from Solid Leather throughout, counters, insoles and heels. They stand up and stand the strain of hard wear through all kinds of mud, slush and wet.

Men's Amherst Boots: \$1.60 to \$2.75  
Women's " " " 1.25 to 1.75  
Boys' " " " 1.10 to 1.50  
Girls' " " " 1.10 to 1.35  
Children " " " .60

**Alley & Co.**

Montague  
Dental Parlors

We guarantee all our plate to give perfect satisfaction or money refunded.

Teeth pulled and extracted absolutely painless.

A. J. FRASER, D. D.  
Aug. 15 1906-3m

Tickets  
Dodgers  
Posters

Check Books  
Note Books of Hand  
Receipt Books  
Letter Heads  
Note Heads

## ROME LETTER.

(From our own Correspondent).

Rome, March 30th, 1912.

Not only is the Holy Father in excellent health, but it is confidently asserted by the two physicians who so carefully watch over the well being of the Pontiff, that next year will see him in still better condition. The slight cough by reason of the varying temperature of a Roman March (which all Italians fear) and the fatigue felt by His Holiness, consequent upon the number of receptions given on the days preceding his name-day, March 19th, have been magnified into another fit of illness by lovers of the sensational. However, fresh air and exercise on the Heights of the Vatican Hill, which the tunnel under the road between the gardens and the palace will shortly enable the Pope to take all his hours, are precisely what Dr. Marchisavi desires for his august client. The only physical inconvenience from which Pius X occasionally suffers is weak circulation of the blood, a complaint that is to be combated by open air exercise.

Within the Vatican public audiences, in addition to his ordinary day's work, keep Pius X moving briskly, for it is always a pleasure for the Sovereign Pontiff to move among those hundreds of all nations who come to his feet with so much faith and love. Private audiences on the other hand spell deep thought and care; Cardinals with documents from the Congregations to be signed; foreign Bishops making their official visits to Rome; princes, diplomats and statesmen from every country—each of these render private audiences a constant exercise in tact, conversational powers and keen discernment.

It is likely France shall see the Canonization of Blessed Joan of Arc sooner than the faithful there among the faithless imagine, as only a few years have passed since we assisted at her Beatification in St. Peter's, and already three miracles attributed to her intercession have been discussed by the S. Congregation of Rites. On Thursday morning the Cardinals comprising the Sacred Congregation discussed the following AGENDA:

I. The Cult, which in obedience to the Decrees of Urban VIII has never been given to the Venerable Servant of God, Placido Bacher, secular priest of the third Order of S. Dominic, Rector of the ancient church of the Most Holy Name of Naples.

II. The validity of the Apostolic process compiled at Rome on the same for sanctity, virtue and miracles of the Venerable Servant of God, Maria de Matthias, Foundress of the Sisters of the Most Precious Blood.

III. The validity of the Apostolic process compiled at the Curia of Orleans on the miracles which are asserted to have been wrought by God at the intercession of the Blessed Joan of Arc.

IV. Lastly, the validity of the Apostolic processes for the Cause of Beatification and Canonization of the Venerable Servant of God, Pietro Bordone, professed lay brother of the Friars Minor.

The Kulturkampf, according to latest tidings, goes on merrily in Russia. At Wilna, Rev. J. Douglowicz has been fined four hundred roubles for exercising his office as a priest in punishment for having baptized a son of orthodox parents. For a similar crime other Catholic priests have been sentenced to terms of two and three months imprisonment in fortresses. And still we live in the liberty loving twentieth century!

Italy really knows very little of her war with Turkey, censorship is strict, and the most she is aware of is that her struggle for Tripoli and Cyrenaica proceeds to the tune of a million francs a day. Italian papers give cheerful news every day, so that for a time at least things are quiet among the people. However one who knows the situation very well writes as follows:—It is reported on excellent authority that the condition of the troops is far from satisfactory. Sickness is rife, and the continued inaction is working harmfully on the morals of the men. Meanwhile the civil action in the towns has proceeded apace. Italian institutions of all sorts have been set up. Various scientific commissions have been sent to Tripoli to investigate the possibilities of the still unconquered country.

No body of Catholics can be said to be more active at present than those of Munich in Bavaria. They have already mooted the project of erecting for the Papal Nuncio a residence for himself, which will be more in keeping with the dignity of the Nunciature than the building now occupied by Archbishop Fruhwirth.

Another project is the founding of a Catholic daily paper. Berlin, Cologne, Brno, and other cities already have Catholic dailies.

## The Appeal To

### The Pocketbook.

The report that the Socialist Appeal to Reason has sung its swan song in the publication of the Leavenworth prison scandal is denied in the Call. Yet the failure of the paper was the least conspicuous part of the announcement which featured in this connection. The remaining details, however, are passed over in a judicious and dignified silence. The special report to the New York Times contained the following interesting item of news:—

'The founder of the Appeal is J. A. Wayland, a country editor. He first published the Appeal in Kansas City, and moved to Grand Island soon made that point a first class postoffice to take care of the great volume of postal business he received. Warren took his profits and bought cheap land in Missouri. Zino was discovered on it. The editor, who was once a penniless printer, these profits and owned a whole town. He sold it all at inflated prices. Now he scarcely knows his own wealth. Wayland invested his profits in land in Texas. The city of Amarillo grew up on his holdings, and today he receives as rental in Amarillo \$40,000 a year.'

Wayland is not the only Socialist who finds that the appeal to class hatred, envy and revolt is a paying occupation. The Socialistic capitalist is the latest product of economic determinism, and the tribe is daily increasing. There are countless Socialistic writers, speakers and politicians throughout the country who make of their revolutionary agitation a most lucrative profession. It will soon take rank with those of law and medicine, while its revenue will be far more reliable and satisfactory. It already has its colleges and study courses, and is but another and more cunning method of exploiting the laborer. The division brought about in the camp of the toilers, the ruin and misery which must inevitably befall capital and labor alike and the entire country as the result of the class war which is thus being scientifically promoted are matters deserving of no consideration in their mind. The appeal to reason which is so bravely proclaimed, is often only an appeal to passion, and to pocket-books.—Amurta.

An editorial review of the report of the Carnegie Foundation for the Advancement of Learning (1910) in the Popular Science Monthly (Vol. 76, pp. 414-415), has this reference to the many recommendations made by the President of the Foundation's Trustees, Dr. Pritchett: 'Some are in themselves good and some are bad, but all had in so far as they come from that source, for there is an implicit threat everywhere that institutions must do as they are told or they will not receive Carnegie money.' A similar criticism is entirely in order concerning the report of the fund's president and treasurer lately published, which records the doings of the trustees during the year ending September 30, 1911. Evidently the trustees have paid little heed to the unfavorable judgments expressed in many quarters, and by men of excellent standing in educational circles regarding the presumption of any individual or any private corporation that attempts to throttle fair and legitimate competition in the educational field. To what extent the duplication of facilities for professional education in the advanced schools of the United States is marked by the disadvantages Dr. Pritchett claims to exist in matter for fair discussion. Abuse may exist—probably exists to exist. Competition which seeks by lowly means to obtain what is at the same time sought by another is, however, so essential to the development of collegiate individuality that it was almost original to aim at an exclusion of competitors or their reduction to a position of subjection through control by the community or by a powerful corporation. There are excellent means at hand to regulate and to curb possible abuses in schools and school systems without handing over the educational work of the country to a board of supervisors that arbitrarily assume to tell us what is and what is not to be of rule in our institutions.—America.

Latest reports received from Prince Rupert, the Pacific Coast terminus of the Grand Trunk Pacific Railway, shows that during the month of November, 1911, there were seventy-nine vessels reported forward and fifty-nine departures, which is considered an exceptional record for that time of the year.

Minard's Liniment cures neuralgia.

## BAD BLOOD CAUSES BOILS AND PIMPLES.

Get pure blood and keep it pure by removing every trace of impure morbid matter from the system.

Burdock's Blood Bitters has been on the market about thirty-five years, and is one of the very best medicines procurable for the cure of boils and pimples.

Miss J. M. Wallace, Black's Harbor, N.B., writes:—'About five years ago my face was entirely covered with pimples. I tried everything people told me about, but found no relief. At last I thought of B.B.B. and decided to try a bottle. After finishing two bottles I was entirely cured, and would advise any lady who wants a beautiful complexion to use B.B.B.'

She—'I'm sure, Mr. Goddly, there are many girls who can make you far happier than I could.

He (to himself)—That's the trouble; they could—but they won't.

W. H. Wilkinson, Stratford, Ont., says:—'It affords me much pleasure to say that I experienced great relief from Muscular Rheumatism by using two boxes of Milburn's Rheumatic Pills. Price a box 50c.'

'Mr. Blinks is making a lot of money John. Why can't you make as much as he does?'

'I haven't the knack of saving that he has.'

'How does he save?'

'He buys all his wife's clothes.'

Milburn's Sterling Headache Powder gives women prompt relief from monthly pains and leave no bad after effects whatever. Be sure you get Milburn's. Price 25 and 50 cts.

'You look nice enough to eat,' he said admiringly.

'Ah, now that you mention it,' she replied, 'I wouldn't mind eating a little ice cream.'

Minard's Liniment cures neuralgia.

THE HERALD

WEDNESDAY, APRIL 24, 1912
SUBSCRIPTION—\$1.00 A YEAR
TO THE UNITED STATES \$1.50
PUBLISHED EVERY WEDNESDAY
AT 81 QUEEN STREET,
CHARLOTTETOWN, P. E. ISLAND.
JAMES McISAAC,
Editor & Proprietor.

Please send in your Subscriptions.

Sessional Notes.

During last week the House made good progress with the work of the session. Bills were advanced from stage to stage and legislation was pushed well along, without any unnecessary talk.

After the usual routine proceedings on Tuesday, 16th Hon. Mr. Stewart moved the second reading of the bill he was promoting to incorporate the Imperial Motor Company. The bill was read a second time and committed to a committee of the whole House.

Considerable discussion arose in committee, and wide differences of opinion were expressed on the question of allowing motor vehicles to run, even within the city. It was contended by those opposed, that it would be simply the entering of the thin end of the wedge, and that this once allowed, it would only be a question of a short time when autos would be running everywhere.

Mr. Prowse opposed the measure on the ground that it was too soon to allow automobiles to run. It would be too much risk for the Government, he contended. The people were not yet ready for this, and it would be better to wait till public opinion was ripe for it.

Mr. Simpson considered that, inasmuch as the clause in question repealed the auto prohibition act, so far as Charlottetown is concerned, it would not be fair to adopt it without some expression of such a desire by the citizens. He had no intimation of any desire of the people for the running of autos; consequently in the interests of the people he opposed the clause.

Hon. Mr. McLean strongly favored permitting the running of autos in the city. He urged that the people of the city should have their own way in this matter, and the country members should not interfere unduly with the holding up of an important local industry. Hon. Mr. Stewart favored the adoption of the clause. He thought the company should get the power asked for, as otherwise they would be under a serious handicap.

This divergence of opinion continued to be expressed, as the debate went on. Mr. Buntain was inclined to oppose; but if allowed to run at all, the vehicles be confined to certain streets. Mr. Myers drew a distinction between motors run for regular operations and the mere testing of cars for the purpose of sale. He favored amending the clause so that the trotting park should be used for speeding. Hon. Mr. Dalton favored the adoption of the clause. His colleague, Mr. Gallant, was of the same opinion.

Premier Mathieson thought that the whole question of allowing or not allowing motors to run is involved. The Province is looking to better transportation by the Car Ferry, and better roads. Better roads would give easier access to markets. This matter had been forced upon the attention of the public. A motor engine might be used to great advantage in building and repairing roads.

On Wednesday, routine business, the further consideration of the Road Act in committee, and some stages of advancement for several bills consumed the time of the sitting. The House adjourned to Thursday afternoon.

After the House opened on Thursday afternoon, Dr. Jenkins presented the petition of W. F. Tidmarsh and 42 others praying for the repeal of the Automobile Act and a regulation Act passed instead.

Replying to Mr. J. A. Dewar regarding the enlargement of the experimental farm, Premier Mathieson said that the Commissioner of Agriculture had correspondence with the Department at Ottawa with regard to the enlargement of the Experimental Farm. The Provincial Government would not be called upon to pay any thing towards the enlargement. The correspondence disclosed that there was no other case except Prince Edward Island in which the Province had paid for the land used for the Experimental Farm.

After several private bills had been advanced a stage, Hon. Mr. McKinnon moved the House into committee on the bill for the encouragement of Agriculture. It provides that the Commissioner of Agriculture may agree with the federal Minister of Agriculture as to the terms on which the federal grant of \$6,500 may be expended.

Premier Mathieson presented a resolution for the repeal of the acts relating to the Provincial Auditor and to make other provisions for more efficiently safeguarding the expenditure of public moneys. It provided for the establishment of a Treasury Board, formed from members of the Executive Council, who shall act in all matters relating to finance. Provision is made for the appointment of a Provincial Auditor at a reasonable salary who shall hold office during good behaviour but removable for cause by a two-third vote of the Legislative Assembly.

The remainder of Tuesday's sitting was taken up with the consideration of some resolutions in committee of the whole. The resolutions were reported and bills founded and then were introduced and read a first time. At six o'clock the House adjourned to 11 o'clock Wednesday forenoon.

After some other bills had been advanced a stage, the Premier moved the House into committee on the Lands Assessment Act, 1912. The bill is a long one of 17 typewritten pages. It provides among other things that ex-

cept as exempted, all real property is liable to assessment and taxation at its full value. The exemptions are practically the same as under the old act including church and school properties, cooperative cheese and butter factories, etc. A number of clauses were agreed to with minor amendments before 6 o'clock, when progress was reported and the House adjourned.

After routine on Friday afternoon Mr. Buntain presented the petition of A. Horne & Co. and others of Charlottetown and Royalty, also from Jonathan McWilliams and others praying that the Automobile Act be not repealed.

During the afternoon sitting, after some private bills had been advanced a stage, Hon. Mr. McKinnon moved the second reading of the bill for the encouragement of horse breeding. The bill was then committed to committee of the whole. Mr. McKinnon explained the bill, referring also to the importance of the subject. The bill provides for registration of all stallions at service within the Province, the registration fee being one dollar each, to be renewed annually.

On motion of Premier Mathieson committee was resumed on the Land Assessment Act, 1912. In course of the discussion of the taxes under the act, which are made payable on the first day of November, the Premier mentioned that in the new Audit Act it is provided that the financial year shall end on 31st December. He said that the change made from the end of December to the end of September some years ago had not worked well and the old ending of the fiscal year will be restored.

During the evening sitting the Land Assessment Act was reported from committee with certain amendments. Several private bills were advanced a stage, and then, on motion of the Premier, the Audit Act was put through the committee stage and reported. The House then adjourned to Saturday forenoon.

On Saturday forenoon routine proceedings, the consideration of several private bills and the completion of the bill for the encouragement of horse breeding constituted the bill of fare. The House then adjourned to Tuesday afternoon at 3 o'clock.

Mathieson, MacDonald & Stewart, Barristers, Solicitors, etc. Newson's Block, Charlottetown, P. E. I.

LOCAL & OTHER ITEMS.

Captain Joseph Elmer Bernier, who has commanded three expeditions to the Arctic has been suspended from the Government service. This follows a preliminary inquiry into charges made against that officer.

There was a small attendance at the market yesterday, and very little was offered for sale. Pork has gone up in price and changed hogs at 8 to 9 cents a pound. Butter was 35 cents and eggs 22.

Four persons were burned to death early on Sunday morning last at Prince Albert Sask., which destroyed the residence of Robert Adams a farmer three miles west of Sherbrooke. The dead are Hazel Naomi, aged 8, Cecil aged 6, Horace aged 3 and John Rubin a hired man.

The Steamers of the Navigation Company are now on their regular routes, between Charlottetown and Pictou, and Summerside and Point de Chene. The Northumberland went to Pictou Saturday and returned on Sunday with the mails and passengers, and made a round trip on Monday. Yesterday she was obliged to return to port, after starting, on account of fog. The Empress went to Summerside on Monday and made a round trip to Pictou on Tuesday and back yesterday.

On Wednesday last, the Earl Grey, on her way from Charlottetown to Pictou, in foggy weather, got off her bearings and ran aground on Tony Hook, some eight or nine miles west of Carleton Place, on the Nova Scotia coast. On the following day the mails and passengers were taken off by the Minto and taken to Pictou. The Minto and other steamers tried to get her off, but without avail. She went on with a high tide. Her cargo, coal and water, ballast was removed, and finally yesterday, with a very high tide, after being on the rock nearly a week, she was pulled off by a tug and towed to Pictou. It is not yet known how much she is damaged.

The Canadian lost in the Titanic disaster were: Chas. M. Hayes President, of the Grand Trunk Railway Montreal; Thornton Davidson, Montreal; Quigley Barlow, Montreal; J. Hudson Allison; Mrs. Allison and daughter, Montreal; H. Markland Molson, Montreal; Yipon Payne, Montreal; J. R. Levy, Montreal; Dr. Palo, Hamilton; Hugo Ross, Toronto and Winnipeg; Mark Fortune, Winnipeg; George Wright, Halifax. The Co. ad. a list of names: Mrs. G. M. Hays, Montreal; Mrs. Thornton Davidson, Montreal; Mauder Allison, Montreal; Mrs. (Dr.) Douglas Montreal; Mrs. James Baxter, Montreal; Miss Alice Bowerman, Montreal; Mrs. J. G. Hogabin, Toronto; Major Arthur Penches, Toronto; Miss Alice Fortune, Winnipeg; Miss Lucille Fortune, Winnipeg; Miss Mable Fortune, Winnipeg; Mrs. Mark Fortune, Winnipeg; Miss Hilda Slayton, Halifax.

The only remaining child of the McGee family, St. Mary's Road, died on Saturday last under circumstances similar to those attending the death of the five children, to which reference was made last week. It will be remembered that the boy Johnny, ten years of age, had been about his uncle's when the other children died. He returned home after the funeral and was with his mother, the father having gone to the lobster factory. On Tuesday of last week he took sick, and on Thursday a doctor was called in. It was found that he exhibited all the symptoms that had manifested themselves in the previous cases. The Attorney General was consulted with, and he ordered the boy to be taken away from the place and brought to a hospital at Charlottetown, where the case could be watched. The sick boy was taken to Montague Bridge Friday evening, so as to be brought to the city by train next day. But he died at Montague Saturday morning. The Provincial Health officer, the coroner and other officials of the law went down to investigate. An inquest was held and a verdict rendered. "That death was due to poisoning, the nature of which we cannot determine." An autopsy was held, and the stomach and other organs are to be subjected to chemical analysis. Dr. W. J. McMillan proceeds to Montreal for the purpose of the analysis. Until there is a report from this nothing definite can be known.

DIED

McMILLAN—At Eldon, Belfast, April 18th, 1912, after a lingering illness of pneumonia, Ann Hayes, beloved wife of Alexander McMillan, aged 70 years. "May her soul rest in peace."

JOB WORK!

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Morson & Duffy, Barristers & Attorneys, Brown's Block, Charlottetown, P. E. I. MONEY TO LOAN. Solicitors for Royal Bank of Canada

The Busiest Store on Charlottetown's Busiest Street

MOORE & McLEOD.

121 Queen Street, - - Charlottetown.



The Great Annual Sale of White Goods IS NOW GOING ON.

The greatest array of Dainty Undermuslins, Table Linens, Sheetings, Pillow Cottons, Towels, Towellings, White Cottons, ever shown under this roof, is now awaiting you at our Great Annual White Goods Sale. You have seen our large ads. in this, and other city papers, you have noticed the wonderfully low prices therein quoted. Will you come today and see that the goods are just as represented and the prices are just as low as we have promised. Sheetings and Pillow Cottons Will be Neatly Hemmed Free.



SEE THE NEW Spring Hat Styles!

We have just stocked an advance shipment of new spring styles in soft felts and derbies from the leading American factories. Among the new arrivals is a splendid line of the famous Franklin, the best \$3 hat money and brains can produce. The styles in derbies this year show a lower crown and broader rim than usual, while the soft felts are exceptionally good. Prices of derbies range from \$2.75 to \$3.50. Prices of soft felts \$1.75 up.

H. H. BROWN'S The Home of Good Hats.

Montague Dental Parlors, JAMES H. REDDIN, Barrister, etc., Has Removed his Office from the City Hotel Building, Great George Street, to rooms over Grant's Implement Warehouse, Corner of Queen and Sydney Streets. Collections attended to. Money to loan. A. J. FRASER, D. D. Aug. 15 1906-3m

FIRE INSURANCE.

Royal Insurance Company of Liverpool, G. B. Sun Fire offices of London. Fidelity Phenix Fire Insurance Co. of New York.

Combined Assets \$100,000,000

Lowest rates and prompt settlement of losses. JOHN MACBACHERN AGENT. Telephone No. 302. Mar. 22nd, 1906

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STEWART & CAMPBELL, Barristers, Solicitors, etc. Office in Darnley Block, Corner Queen and Grafton Streets, Charlottetown, P. E. Island. MONEY TO LOAN. W. S. STEWART, K. C. | E. A. CAMPBELL July 3, 1911-7y.



In The Olden Times

A luxury like our COMBINATION TWIST Chewing Tobacco, or our Rival and Master Marine Smoking Tobacco was unknown. Nothing like it to comfort, soothe and rest after eating or working. Try them. It's worth the money every time, besides costing no more than inferior grades

HICKEY & NICHOLSON Tobacco Co.

Now Is a Good Time

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

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

Goods For Sale:

- Eight Day Clocks
Alarms and Timepieces \$1 up
Girl's Watches \$3 to \$10
Ladies' Watches \$10 to \$35
Men's Watches \$4 to \$40
Boy's Watches \$1.75
Half doz. Tea Spoons, \$1.25 to \$2 up
A nice Butter Knife, 75c., \$1.125
Cake Baskets, Tea Sets, Bread Trays
Necklets 75c. up
Locketts 50c. to \$20.50
Reading Glasses 25c. up
Telescopes
Spectacles, 75c. and \$1 up
Fobs and Chains, \$1 up
Bracelets 75c. to \$8
Hat Pins 25c. up
Ladies' and Gents' Rings
Cuff Links, Collar Studs
Field Glasses, \$3.75 to \$20
Barometers \$4 to \$8
Thermometers 25 cents up to \$5
Mail orders filled promptly.

E. W. TAYLOR, South Side Queen Square, City.

A nice Butter Knife, 75c., \$1.125

Cake Baskets, Tea Sets, Bread Trays

Necklets 75c. up, Locketts 50c. to \$20.50

Reading Glasses 25c. up, Telescopes

Spectacles, 75c. and \$1 up, Fobs and Chains, \$1 up

Bracelets 75c. to \$8, Hat Pins 25c. up

Ladies' and Gents' Rings, Cuff Links, Collar Studs

Field Glasses, \$3.75 to \$20, Barometers \$4 to \$8

Thermometers 25 cents up to \$5, Mail orders filled promptly.

E. W. TAYLOR, South Side Queen Square, City.

Fall and Winter Weather, Repairing, Cleaning and Making of Clothing.

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

The Titanic Disaster.

The Worst In History.

As briefly announced in our last issue, the White Star Line Steamer Titanic, sank after collision with an ice berg, on the banks of Newfoundland on Monday 15th, inst., at 2.20 in the morning. She struck the ice mountain at 11.40 and sank at 2.20, so that she went down in less than three hours after coming in contact with the berg. The reports as to the number on board vary somewhat, as the passenger list went down with her, but it is now estimated from all the evidence accumulated that the saved number 735, and the lost 1605. That would make 2,340 in all.

Everything considered it was the worst marine disaster recorded in history. The ship was the largest and finest ever built; she was brand new, on her maiden trip; the latest and greatest triumph of marine architecture. She was luxuriously furnished and appointed and in every way equipped with up to date products of modern invention and mechanical and engineering skill. She cost over a million pounds sterling and was insured at Lydore for \$5,000,000. It is estimated the ship's cost and the wealth in diamonds and other matters of value on board combined totalled something like \$20,000,000. All this is now at the bottom of the Atlantic where the water is two miles deep. Following are the dimensions of this hitherto of the ocean:

- Tonnage, registered, 45,000
Tonnage, displacement, 66,000
Length over all, 882 ft. 6in.
Breadth over all, 92 ft. 6in.
Breadth over boat deck, 94 ft. 6in.
Height from bottom of keel to boat deck, 97 ft. 4in.
Height from bottom of keel to top of Captain's house, 105 ft. 7in.
Height of funnels above casing, 72 ft.
Height of funnels above boat deck, 81 ft. 6in.
Distance from top of funnel to keel, 175 ft.
Number of Watertight bulkheads, 15
Crew, 860

The first intelligence of the disaster was contained in the following messages received by wireless:

New York, April 15—The White Star liner Titanic sank at 2.20 o'clock this morning after all passengers and crew had been taken off and transferred to the steamer Virginian. This statement was given out at the White Star office at 7.15 o'clock to night.

The following statement was given out at the White Star office: "Captain Haddock of the Olympic sends a wireless message to the White Star offices here that the steamer Titanic sank at 2.20 a. m. after all passengers and crew had been lowered to life boats and transferred to the Virginian. The steamer Carpathia with several hundred passengers of the Titanic is now en route to New York."

Cape Race, Nfld., April 15—The steamer Olympic reports that the Titanic's position at daybreak today but found boats and wreckage only. She reported that the Titanic had foundered at about 2.20 a. m. in latitude 41.16 north and longitude 50.14 west. The message adds that all the Titanic's boats were accounted for and about 675 souls saved, crew and passengers latter nearly all women and children.

The report from the Olympic states that the Leyland liner Carpathia remaining and searching the vicinity of the disaster. The Carpathia it was stated, was returning to New York with the survivors.

New York April 15—The text of the message received from Captain H. J. Haddock of the Olympic as made public by Mr. Franklin, reads:

"At 2.20 a. m. Titanic foundered. Carpathia proceeding to New York with passengers."

In answer to the wireless messages of relief sent out over the ocean, by the operator on board the sinking ship, several steamers hastened to the scene of the disaster. The three which seem to have earliest arrived on the scene were the Carpathia of the Cunard Line; the Virginian and the Parisian of the Allan Line. The Carpathia was the first to arrive. She reached the place about 4 o'clock; but the great steamer

with her human freight, had plunged to the bottom some time before, and nothing could be seen but wreckage. Moving about she came in touch with the Titanic's boats and took on board all who are known to have left the doomed ship. The other steamers did not pick up anyone. All kinds of reports regarding the disaster were going the rounds of the press on Tuesday, the 17th. Among them was the following: Two hundred and two out of three hundred and twenty-five of the first cabin passengers accounted for. Not known yet if Charles M. Hayes saved. Carpathia supposed to have been only 70 miles from Titanic at time of accident. Reached scene of tragedy two hours later. Got into wireless communication with Sable Island late at night, and more detailed news may be now forthcoming. In view of the loss of the Titanic trans Atlantic companies have agreed to abandon the Northern route hereafter in favor of the Southern route so long as icebergs are reported in the path of the Northern route. The White Star Company at Liverpool issues statement that Titanic carried 20 boats, which is in excess of the official requirements. Alexander Carlisle, who designed both the Titanic and the Olympic, considers that the large ships of the present type do not carry a sufficient number of boats, although the Titanic carried over 50 per cent. more than required by law. Disaster will lead to strict inquiry into the matter.

The Cunard liner Carpathia bearing the survivors from the wreck of the Titanic, left New York Thursday night 18th inst. for Halifax. With her came all that was left of the Titanic company which happy and hopeful embarked on the giant Titanic expecting a quick and enjoyable voyage from Liverpool to that port, but who were later to be participants in the grim, most ghastly tragedy which has ever been written on the page of the western ocean since the earliest days of trans-Atlantic navigation. The Carpathia was expected to make a quick and enjoyable voyage from Liverpool to that port, but who were later to be participants in the grim, most ghastly tragedy which has ever been written on the page of the western ocean since the earliest days of trans-Atlantic navigation. The Carpathia was expected to make a quick and enjoyable voyage from Liverpool to that port, but who were later to be participants in the grim, most ghastly tragedy which has ever been written on the page of the western ocean since the earliest days of trans-Atlantic navigation.

The following relative to the disaster appeared in the New York Herald on Tuesday 17th. While the greatest of all ships was driving steadily westward in the night toward a country that was awaiting her with all of that country's interest in a fine new thing. Capt. Smith was on the lofty bridge. There can hardly be a doubt that for ship masters in dangerous seas—and few stretches of ocean are more trying at this season of the year to navigators than the waters that run between Cape Race and Cape Sable—remain on watch night and day, foregoing rest for many hours at a stretch. It seems to be clear that the Titanic was running at a great speed, or else the shock of the collision could hardly have crushed a vessel that was regarded as unsinkable by her builders and by the Captain himself. Perhaps indeed probably, the fog played its greatest devil's trick, lifting now clearing now, always intangible treacherous, the blanket of invisible evil. Some such shroud must have descended with little warning upon the Titanic and blinded her to fate just ahead. Perhaps a whim of the Polar currents, whose pulse has never been gauged by seafarers with absolute accuracy, drifted the great berg squarely in the Titanic's path. The wireless has told of the bitter cold in the air, the accompaniment always of the ice packs that tear loose from Arctic glaciers and sag southward with the currents. But no warning chill served to deflect the ship from her course. She strove ahead as destiny pointed her and no invention of man or interference of Providence averted her from a fatal course. Her ears, the submerged telephones placed on either side of the vessel just below the water line to tattle of the proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of man's hands—vast bulks of ice—there to make a mockery of human ingenuity. As a result her compartments from amidships forward were speedily flooded. She took water at a rate that defied efforts of the pumps and soon began to settle by the head, listing heavily to port and rolling in the trough of the sea as she became gradually disengaged from the ice, many tons of which had fallen upon her decks, contributing to the demolition and inextricable confusion. The force of the blow had been so tremendous that the vast ship was strewn in every joint, and everything movable throughout her superb equipment of luxurious cabins and saloons were tossed into heaps like discarded junk. British seamanship and discipline prevailed, and it did what little might be done as dauntless men could do it. Every officer and man leaped to his post, while Captain Smith, megaphone in hand, bellowed his orders over the rolling hull that an hour before had been the proudest ship in Christendom. Order was maintained to launch as safely most of the boats, the greater number of which had repaired seaworthily despite the ordeal through which they had passed. This work was progressing in a way, the women

and children being given the preference in the lifeboats. At first the evidences of panic were well suppressed, though there was many a painful scene as wives and sweethearts and mothers parted from their dear ones when they were leaving to an unknown fate as they took their allotted places in the boats. Several times as the apartments filled the vessel tossed heavily. Then the cry went up that the ship was sinking, and there was a rush for the small boats that for the first time threatened to transform a brave and orderly scene into one of frenzied panic. As the Titanic settled lower under the weight of the rapidly gaining water in her hold it was said some of her boats were stove in before they could be freed from the davits, and that a few were swamped in the effort to launch them.

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The following statement issued by a committee of the arriving passengers was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the S. S. Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge, and which we believe to be true.

"On Sunday, April 15, 1912, at about 11.40 a. m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save the passengers and ship. Orders were given to put on lifebelts, the boats were lowered from the stanchions and the usual distress signals were sent out by wireless and rockets fired at intervals. The ship sank at about 2.20 a. m. Monday.

"Fortunately the wireless message received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a. m. Monday. The officers and crew of the S. S. Carpathia had been preparing all night for the rescue of the survivors of the Titanic, and the last mentioned were received on board with the most touching care and kindness, every situation being given to all, irrespective of class. The passengers, officers and crew gave up gladly the most comfortable accommodations for our benefit, all honor to them.

"The English Board of Trade passenger certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 1,960 in the following boats: "Forteen life boats, two smaller boats and four collapsible boats. Life rescuers were accessible and appar-

ently in sufficient number for all on board." The approximate number of passengers carried at the time of the collision was: "First class, 330; second class, 330; third class, 760. Total, 1,400. "Officers and crew, 940. Total, 2,340. Of the foregoing about the following were rescued by the S. S. Carpathia: "First class, 210; second class, 120; third class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71; total, 210 of the crew. The total, about 745 saved, was about 80 per cent. of the maximum capacity of the life boats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection: "The insufficiency of life boats, rafts etc., lack of trained seamen to man them; life jackets, etc., are not efficient; boat handlers, not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats; absence of searchlights.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing taking on the maximum number the boats would hold. Boats at all times should be properly equipped with provisions, water lamps, compasses, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out; drills, greater reduction in speed, in fog and ice, as damage if collision actually occurs is liable to be less. In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible.

The statement was signed by Samuel Goldenberg, chairman, and a committee of some twenty-five passengers.

The official government enquiry into the wreck of the Titanic began in New York Friday afternoon at the Waldorf-Astoria.

The first witness was J. Bruce Ismay, the president of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill he answered every question competently. First he told how he came to be on the boat. He said he always accompanied his company's liners on their maiden voyage.

Signor Marconi took the stand as soon as the hearing was resumed for the afternoon. He said he was the chief commutator of all at sea.

"Has your company any specific instructions to give your operators in cases of emergency?" "Yes they are the same as those given by the international convention regulating wireless telegraphy on the Berlin Treaty which the United States is not a party as yet," Mr. Marconi said.

"When did you see Mr. Ismay?" "When we started to uncover the boat. He was standing on the boat deck."

"How long did you see Mr. Ismay there above?" "Just as I passed."

"When you saw Mr. Ismay 20 minutes after the collision, were there any other passengers near him?" "I did not see anyone in particular," said the witness. "But there might have been some."

The witness described the impact as a "slight jar, followed by a grinding sound."

Tests of the temperature of water, Lightbody said, were made on the trip at the usual two hour intervals. He was asked how cold the water was on the fatal Sunday.

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 always 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 of 6.30 p. m. and connections are made at Bonaventure Union Station with the through trains of the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chicago and other points in Western Canada and the United States. Connecting train for the Maritime leaves Pictou at 14.20—4.

Ocean Limited Early On Route.

SUMMER TIME CHANGE ON INTERCOLONIAL RAILWAY JUNE 2ND.

TENDERS FOR DREDGING

SEALED TENDERS addressed to the undersigned and addressed "Tenders for Dredging Maritime Provinces" will be received until MONDAY, MAY 6, 1912, at 4 p. m., for dredging required at the following places: PRINCE EDWARD ISLAND - River.

NOVA SCOTIA - Chatham, M. Harbour, Sydney Harbour, P. S. Co. a Digby, Margaree, Mill Cove, NEW BRUNSWICK - Fredericton, St. Andrew's, St. Stephen.

Tenders will not be considered unless made on the forms supplied, and signed with the actual signatures of tenderers. Combined specification and form of tender can be obtained on application to the Secretary, Department of Public Works, Ottawa. Tenders must include the covering of the plant to and from the work. Dredges and logs not owned and registered in Canada shall not be employed on the performance of the work contracted for. Contractors must be ready to begin work within thirty days after the date of award. A separate cheque for each place for which a tender is submitted must accompany the tender. This cheque must be equal to five per cent. (5 per cent.) of the amount of the tender, based on the approximate quantities set opposite the name of the place, but in no case must the cheque be for a less sum than \$1,000. The cheque must be accepted on a chartered bank, and payable to the order of the Honourable the Minister of Public Works. The cheque will be forfeited if the person offering to enter into a contract when called upon to do so or fail to complete contract, but will be returned in case of non-acceptance of tender.

The Department does not bind itself to accept the lowest or any tender. By order, R. G. DESROCHERS, Secretary, Department of Public Works, Ottawa, April 11, 1912.

Newspapers will not be paid for this advertisement if they assert it without authority from the Department. April 17, 1912—21

Synopsis of Canadian North-West Land Regulations.

Any person who is the sole head of a family, or any male over 18 years of age, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta.

Such person 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 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 for a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside upon the pre-emption 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 Charlottetown, 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, place and portion 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 Montserrat River at the north west angle of lot sold to John Moloney; thence south to the division line of Townships Number 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 Instrument of Mortgage bearing date the 12th day of February, A. D. 1910, and made between Gordon Boston, of Montserrat, 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 Matheson, McDonald & Stewart, Solicitors, Georgetown. Dated this 6th day of April, A. D. 1912. WILLIAM BYRNES, JOHN BYRNES, Trustees under the last will of Charles Moore, deceased. April 10th, 1912—41

Fraser & McQuaid, Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc., Souris, P. E. Island. A. L. Fraser, M.P. J. A. McQuaid, B.A.

W. J. P. McMILLAN, M. D., PHYSICIAN & SURGEON. OFFICE AND RESIDENCE, 148 PRINCE STREET CHARLOTTETOWN. June 16, 1912—41

KING EDWARD HOTEL, Mrs. Larter, Proprietress

Will now be conducted on KENTSTREET Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices. June 12 1907.

After The Wedding.

In which a man who had been a husband many years loses much, but gains a great deal more.

"It's like a clean slate," said the bride's mother with a chuck that she meant to be a laugh.

"With all the special goods damaged by fire," added the bride's father, "making no attempt at a smile."

"They stood in the drawing-room, amid the confusion of the reception which had been over an hour ago; their feet grinding rice whenever they moved. The last guests had departed, those from outside the house driven homeward, those staying in the house gone to their rooms. Worst of all, the bride had gone, with her long, clinging, sobbing kisses to her father and mother and a second one for her mother, and then after her head-down rush through the pelting rain and slippers, had driven away in the carriage which the ashers had taken care to adorn with white ribbons, away into her new life.

"She had been the bride all day; through the morning with its privacy, pre-captial Mass, the last family lunch and the preparations, and then through the ceremony in the Lady Chapel of the Cathedral at eight, the formal large reception, and the going-away. But now that she has gone she relapsed into her proper prison; she was no longer the bride, she was her father's and mother's one little girl, and they had let her leave them, had given her up to be a woman among other women, and she would never return to them. A crushing sense of this overwhelmed them as they stood among the ruins of the elaborate ceremonial ceremonies. They were children, for though her first visit on her return would be to her old home, there would be a great chasm between her going and her coming; never again would little girl come back to them.

"It was more than possible, too, that she would not return for a long time. Her husband might be sent on a journey to the East to look after business interests there for his firm, in which case it would be three to five years, before even this newly made young man, who had usurped their little girl's place, would come to them.

Her father turned to the piano, lifted up the rose nearest his hand on the bunch on the end, and quickly turned away again because he could see the child, that had been seated at the keyboard protestingly practicing her scales, with her smooth forehead lined by the difficulties of her task. Yes, he turned away, his eyes rested on an ivory miniature of her that stood on a small oakwood table near by, the picture of a girl of fourteen, lovely in her youthfulness, with the dreaming eyes that had been the light of the home. He did not mean to do it, but he gazed.

"His wife looked up. She was standing by the hearth with her hands clasped before her on her silvery gown, the toe of her slipper drawing lines in the ashes. She put out her hand and her husband crossed over to her. They had been happy together during the twenty-four years of their marriage, yet rather with an understanding of the inevitability to each other in case of need than with actual close companionship. The husband was a busy man, and a wealthy one; his position involved the wife in many social duties, and there was not so much opportunity for what the French call *intimité*, a *chambre à deux* as they had expected to have when they married. The mother was wondering how it would affect the little bride of that day when she discovered the difference that must always exist between every-day life and the romantic dreams with which it is enmeshed. She was thinking, also, of the bride's childhood, as her father was. He came to her quickly when his wife held out her hand, with a man's bewilderment in grief and need of sustaining.

"You know we are glad, dear," said his wife quietly. "You know that we are delighted that she is so happy and that her husband is one whom we trust, who is suitable in every way. We are tired tonight."

"Yes, she was the loveliest child I ever saw," replied the father irrelevantly. "Wasn't she beautiful when we had that painted?"

"I hardly did her justice," said the mother, glancing at the miniature painted by a famous artist. "But I was thinking of the time when we had to have all her beautiful bright hair cut off, when she had the fever—you remember? The father nodded.

"Indeed, we could hardly forget that dreadful time," the mother went on. "But do you remember how I dreaded to see her with her curls so short, and how sweet she looked with her little head all smooth and shining showing its fine lines? I was delighted. I really think she was prettier than ever. Do you remember?"

"Yes, I have that photograph of the short-haired period on my desk in the office," said the father. "She here, Katherine, how are we going to stand it?"

"By thinking only of her good. We wait her to be happy above all things; we must be wretched to feel that we should die and leave her alone. We must keep saying these things

All Stuffed Up

That's the condition of many inferiors from catarrh, especially in the morning. Great difficulty is experienced in clearing the head and throat.

No wonder catarrh causes headache, impairs the taste, small and hearing, pollutes the breath, deranges the stomach and affects the appetite.

To cure catarrh, treatment must be constitutional—alterative and tonic.

"I was ill for four months with catarrh in the head and throat. Had a bad cough and raised blood. I had become discouraged when my husband bought a bottle of Hood's Sarsaparilla and persuaded me to try it. It did all to take it. It has cured and built me up." Mrs. Helen Roberts, West Jacobus, N. S.

Hood's Sarsaparilla

Cures catarrh—it soothes and strengthens the mucous membrane and builds up the whole system.

over and over," said the mother. "There would have been lots of time before we died, retorted her husband. "We could have kept her for years—I'm only fifty and you are five years less than that."

"Now John you are tired," said the wife again. "I should be far more than forty-five when Anita married if you had not married me when I was a younger girl than our lassie is."

The husband looked at her, at her pale face, her weary eyes, her slender figure, her general air of lingering youth that was appealing, and had a charm different, but not less than that of the radiant youth in which he had met her. He realized suddenly that while he was at his office through days in which the absence of his daughter made no difference, his wife would be bereft of her constantly increasing life. He put his arms around her and she leaned against him with a sob that escaped her, called out by the excess which he had fallen out of the way of offering her. Katherine we are alone, precisely as we were when we were married, as the child is now in her marriage. Who is it has said that old married people go back into a second honeymoon when they have given away all their children and are alone again? I wonder if we can't get back into something more like those first years than we have been having lately? We don't see much of each other, somehow. Of course we both understand it is only the accident of getting crowded in to all sort of intrusive affairs, but couldn't we remedy it now? Her husband asked.

"Oh John, I often think that the best things of life get crowded out," she said. "It's most puzzling and rather tiresome that we should fritter away precious time on unnecessary things. I find myself saying: 'But one thing is necessary.' You know Our Lord said to one who snatched every instant to devote to her beloved. Life is so short, I often wonder why we really, if we stopped to reckon up, spend so much of it apart from those whose loss would make everything else empty and worthless."

She quivered slightly, and her husband drew her closer. "It is like a woman to see that plainer than we do," he said. "We all of us get mixed up in such a lot of stuff, some of it obligatory for business or social reasons, but much of it merely weakness, letting ourselves drift into engagements."

"It isn't right," she cried vehemently. "Just see how brief the years are! To both of us tonight Anita seems like a child. We have been remembering her childhood and it seems like yesterday, though tonight we have given her up, a wife, and if I died—yes, died, John, it would be the same. We would feel that there had been hardly a sunrise and a sunset between our marriage and our parting. Yet we scarcely see each other, in any real sense of seeing, sometimes for several days. And, though I know you would miss me and mourn me, dear, if I were to die, yet I think in the actual experience of each day love loses in these separated hours, that lack of food makes it, if not weaker, at least more torpid. I have long been thinking this, but I could not speak of it till you discovered it for yourself tonight."

"It is true, Katherine, all that you say except that I couldn't admit that there is any danger of my love lessening toward you, my perfect wife," said her husband. "Now I'll tell you what we are going to do. We are going on our honeymoon, too just as the child has gone. Matters are not in shape for me to go away from the office altogether at present but I can do very well with only the forenoons spent here. Then in the afternoon—no, first of all, I am coming uptown to lunch at home with you. Then we are going off on nice janketings around the city, we are going to see its sights, and have a delightful little middle class honeymoon, precisely as if we were two young people who had begun life on an income of twelve hundred a year. I'm certain we shall have the time of our lives! Don't like the picture?"

"Better than the palace on the lake of Como," my Calande Melnotte, said the wife recognizing his quotation and laughing, though her eyes shone bright through happy tears. "You don't know, you can't imagine how much I like it! I'll conceal every engagement we have made and we'll begin our new life by getting acquainted over again. It is really a new life we have begun today and oh, John, I shall need you in it! You have your business, but what have I without her?"

"Me if that is any comfort, dear," said her husband, and as she kissed him he saw that it might be everything to her, and that, having her child, she had still missed the closer companionship of earlier days with him.

They began to carry out their plan the next day. Though two of their sisters were staying on till the second day after the wedding, their husbands pleaded an engagement—not explaining that it was with each other—and went down to the aquarium like two school children; they told each other, laughing, but they enjoyed it to a degree as which they both marvelled, and came back refreshed to a house that seemed less lonely for this relapse into a youth where in there had been no Anita for whom to hunger.

The next day their guests departed at noon, and the wife met her husband at a restaurant, having seen them off, a girlish sense of adventure, almost of romance, bubbling up within her. Her husband noted at once how young and pretty she looked and spoke of it.

"It's running away that does it," she laughed. "Running backward, you know, away from recent years, toward those that lie behind me—us. I love to have you all to myself, John dear."

"It's great fun," he acknowledged, tucking her hand beneath his arm and hurrying her to the trolley. "We two are Maying, Katherine. We are going out to the country where two youngsters like us properly belong, and we are not coming home to supper. We are going to see the sun go down behind the Westchester Hills, and then we are going to hunt up a nice, neat, simple, little bacilio place to sup and end our day as betis a real Darby and Joan."

"By and by, when Anita comes back, what fun it will be telling her about it!" said the wife, and her husband rejoiced to see that she was already able to count on the bride's return with satisfaction. More than that, she reckoned, having a tale of pleasure to recount as well as to bear; and she was happy in her present without Anita.

They went out into the country some forty miles. The year was a spring and neither of these people felt out of harmony with it. They wandered up to a hill-top picking violets as they went, and drinking in the exquisite moist freshness of the air, laden with faint odors of the delicate young growths of the season. The robins were ecstatic, as the sun sank, over the beauty of the time and place; they sang jubilantly, and the orioles, which come with the apple blossoms, uttered their bubbling song as if they were pouring out the elixir of pure joy and bliss. The husband and wife sat down on the grass facing the sunset which began to flood the west with golden glory and translucent colors. The husband took his wife's hand and she shifted her bunch of violets to return his clasp.

"Do you think Anita can be more happy in her first taste of wedding bliss?" he asked.

"Not as happy. More ecstatic, but not as deeply happy," the wife replied. "Our happiness is ripened. We have memories to share—we have Anita to share, and her childhood, even her marriage and our knowledge of what these days are to her now."

"God grant it?" she said softly. She sat in silence for a few moments, thinking, and her husband watched the changing expressions of her peaceful face. Then she pressed his hand and turned to him. "It is not bad to be facing the sunset, John—together. There is even sweetness in looking westward, instead of toward the dawn—together."

"I thought that you would be desolate, now that Anita is gone, but you are happier, or it almost seems so," he said wonderingly.

She smiled at him. "Ah, dear John, I miss the child, but being with you once more in this dear way like second honeymoon, makes me half glad that there is an Anita. Not really doubt or forget her, but there are moments when she is seen mistily. For we have not seen each other much of late years, and I missed you John. The child is, my darling, but—you are John," she said. "Mar on Ames Taggart in *Benjiger's Magazine*."

A private soldier who had fought bravely during the Boer war had occasion to seek employment of a well known general. The private had had the misfortune to lose his nose while in action. The general was so tickled with the appearance of the man that he burst into loud laughter, to the discomfort of the soldier. When his laughter had subsided the general said: "My good fellow when did you lose your nose?"

"I lost my nose sir," said the private, "In the same battle that you lost your head!"

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.

HAD VERY BAD COUGH

And Tickling Sensation in Throat.

Dr. Wood's Norway Pine Syrup Cured It.

Miss C. Danielson, Bowman River, Man., writes: "Last fall I had a very bad cough and a tickling sensation in my throat. It was so bad I could not sleep at night, so I went to a druggist and he advised me to try Dr. Wood's Norway Pine Syrup which I did, and after taking one bottle I was completely cured. Let me recommend Dr. Wood's Norway Pine Syrup to anyone who suffers from a cough or throat irritation."

Dr. Wood's Norway Pine Syrup is without a doubt one of the greatest cough and cold remedies on the market to-day, and so great has been its success there are numerous preparations put up to imitate it. Do not be imposed upon by taking one of these substitutes, but insist on being given "Dr. Wood's" when you ask for it. Price, 25 cents a bottle; put up in a yellow wrapper; three lines press the trade mark; manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

"Come Bob, get up," said an indulgent father to his hopeful son the other morning. "Remember, it's the early bird catches the worm!"

"What do I care for worms?" replied the young hopeful, "mother won't let me go a-fishing!"

I consider MINARD'S LINIMENT the Best Liniment in use.

I got my foot badly jammed lately, bathed it well with MINARD'S LINIMENT, and it was as well as ever next day.

Yours very truly, T. G. McMullen.

A military man laughed at a timid little woman because she was alarmed at the noise of a cannon when a salute was fired.

He subsequently married that timid woman and six months afterwards he took off his boots in the hall when he came in late at night.

A Sensible Merchant.

Milburn's Sterling Headache Powder gives women prompt relief from monthly pains, and leave no bad after effects whatever. Be sure you get Milburn's. Price 25 and 50 cts.

Harry one day climbed up in a parlor chair, in order to reach something he wanted. "Don't get up in that chair with your feet," Harry exclaimed to his mother.

"I just have to mamma," replied the little fellow. "I can't take my feet off."

Mary Ovington, Jasper, Ont., writes:—"My mother had a badly sprained arm. Nothing we used did her any good. Then father got Hagyard's Yellow Oil and it cured mother's arm in a few days. Price 25 cents."

Minard's Liniment cures Dandruff.

To call money 'dough,' seems to us rather funny; Dough sticks to your fingers, but 'tain't so with money.

Minard's Liniment cures Dandruff.

You don't mean to say she has accepted him? He isn't at all her idea!

"Well, it didn't take her long to choose between a fiancé in the hand and a idea in the bush."

There is nothing harsh about Laxa Liver Pills. They cure Constipation, Diarrhea, Sick Headache, and Bilious Spells without griping, purging or sickness. Price 45 cts.

The Writer's Child: Pa, what is penury?

The Writer: Penury, my son is the wages of the pen.

Had Palpitation of the Heart Weakness and Choking Spells.

When the heart begins to beat irregularly, palpitate and throb, beats fast for a time, then so slow as to seem almost to stop, it causes great anxiety and alarm. When the heart does this to many people are kept in a state of morbid fear of death, and become weak, worn and miserable. To all such sufferers Milburn's Heart and Nerve Pills will give prompt and permanent relief.

Mrs. John J. Downey, New Glasgow, N.S., writes:—"Just a few lines to let you know what your Milburn's Heart and Nerve Pills have done for me. I was troubled with weakness and palpitation of the heart, would have severe choking spells, and could scarcely lie down at all. I tried many remedies, but got none to answer my case like your Pills. I can recommend them highly to all having heart or nerve troubles." Price 50 cents per box, or 3 boxes for \$1.25. For sale at all dealers or will be mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

Prince Edward Island Railway.

Commencing March 28th, 1912, trains on this Railway will run as follows:

Table with columns: Trains Outward, Read Down, Dly, ex, ex, ex, Sun, Sun, Sun, Sun, P.M., A.M., P.M., A.M.

Table with columns: Trains Inward, Read Up, Dly, Dly, Dly, ex, ex, ex, Sun, Sun, Sun, Sun, P.M., A.M., P.M., A.M.

Table with columns: Mon, Wed, Fri, P.M., A.M., P.M., A.M.

Table with columns: Tue, Thu, Sat, P.M., A.M., P.M., A.M.

Table with columns: Tue, Thu, Sat, P.M., A.M., P.M., A.M.

Table with columns: Dly, ex, only, Sun, and, Sat, P.M., A.M., P.M., A.M.

Table with columns: P.M., A.M., P.M., A.M., P.M., A.M.

Table with columns: Dly, ex, only, Sun, and, Sat, P.M., A.M., P.M., A.M.

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Table with columns: P.M., A.M., P.M., A.M., P.M., A.M.

Now Is a Good Time

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

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

Goods For Sale:

Eight Day Clocks Alarms and Timepieces \$1 up Girl's Watches \$3 to \$10 Ladies' Watches \$10 to \$35 Men's Watches \$4 to \$40 Boy's Watches \$1.75 Half doz. Tea Spoons, \$1.25 to \$2 up

A nice Butter Knife, 75c., \$1, \$1.25

Cake Baskets, Tea Sets, Bread Trays

Necklets 75c. up Locketts 50c. to \$20.50 Reading Glasses 25c. up Telescopes

Spectacles, 75c. and \$1 up Fobs and Chains, \$1 up Bracelets 75c. to \$8 Hat Pins 25c. up

Ladies' and Gents' Rings Cuff Links, Collar Studs Field Glasses, \$3.75 to \$20 Barometers \$4 to \$8 Thermometers 25 cents up to \$5

Mail orders filled promptly. E. W. TAYLOR, South Side Queen Square, City.

G. A. SHARP, Supt. P. E. I. Railway. Railway Offices, March 23, 1912.

CARTER'S SEED OATS!

Imported & Island Grown

American Banner (Island) American Banner (Imported) Ligorvo (white) (Imported) Black Tartarian (Island) Black Tartarian (Imported)

Clean, true to name, heavy, grown from Registered Seed.

Every Farmer should get a bag or two for new seed (3 bushels in bag.)

Write for samples and prices.

CARTER & CO., Ltd. SEEDSMEN - CHARLOTTETOWN

KING EDWARD HOTEL, Mrs. Larter, Proprietress

Will now be conducted on KENT STREET Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices.

June 12 1907.

Hard Coal Daily expected per schooner "R. Bowers" and "Freedom," one thousand tons best quality Hard Coal in Egg, Stove and Chestnut sizes.

C. Lyons & Co. July 26, 1911—f

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Largest Assortment, Lowest Prices.

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McDonald Bros. Building, Georgetown

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W. S. STEWART, K. C. | R. A. CAMPBELL July 8, 1911—y1.