

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, AUGUST 31, 1910

Vol. XXXIX, No. 35

## Tea Party Supplies.

We are headquarters for Tea Party and Picnic Supplies. We carry a large stock of all requirements for the catering business, such as Confectionery, Cigars, Nuts, Fruits, etc.

## SODA DRINKS.

We also manufacture a full line of Sodas, such as Ginger Ale, Cream Soda, Raspberry, Iron Brew, Hop Tonic, etc.

We have just been appointed Agents for the

## Land of Evangeline Pure Apple Cider

The Pure Juice of Choice Nova Scotia Apples.

This Cider is quite non-intoxicating and can be handled by stores, restaurants, etc. It is put up by a special English process which prevents any excessive amount of alcohol, but retains the exquisite flavor of the Annapolis Valley Fruit. No chemicals of any kind are used in the manufacture—it is just a Pure Fruit Juice, and will remain sweet and clear and sparkling indefinitely in any climate.

A READY SELLER.

In Casks, Pints and Split Bottles. Write us for prices.

## 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.

Eureka Grocery,  
QUEEN STREET, CHARLOTTETOWN.

## A. E. McEACHEN

The Shoeman,  
HAS BOUGHT THE BALANCE OF

## Prowse Bros. Stock of Shoes.

Look out for Bargains.

500 PAIRS AT ABOUT HALF PRICE.

## A. E. McEACHEN,

THE SHOEMAN,  
82 and 84 Queen Street

## For New Buildings

We carry the finest line of  
**Hardware**

to be found in any store.

Architects, Builders and Contractors, will find our line of goods the newest in design, the most adaptable and improved, and of the highest standard of merit in quality and durability.

Also a full line of pumps and piping.

## Stanley, Shaw & Peardon.

June 12, 1907.

## For Hay and Harvest Time

A Barometer is a serviceable friend. We have good ones you will find very handy. We sell at from \$3.25 up. Printed instructions go with each instrument. Thermometers, Telescopes, Field Glasses, Eye Protectors. Marine Also in stock.

E. W. TAYLOR,

South Side Queen Square, City.

## Far-Sightedness

OR

## Near-Sightedness

Uncorrected by glasses, imposes a severe tax on the eyes, which are needlessly weakened by the strain involved in trying to misuse them. Defects in vision grow, like weeds, without cultivation, and it's dangerous to overlook them.

Whatever may be thought of a tax on income, a tax on the sight will never do, as it is apt to leave taxpayers out of sight.

Should you need glasses, better have your eyes tested and fitted at once. You will find our prices quite reasonable.

E. W. TAYLOR,

South Side Queen Square, City.

## Dominion Coal Company

## RESERVE COAL.

As the season for importing Coal in this Province is again near, we beg to advise dealers and consumers of Coal that we are in a position to grant orders for cargoes of Reserve, Screened, Run of mine, Nut and Slack Coal, F. O. B., a loading piers Sydney, Glouce Bay or Louisburg, C. B.

Prices quoted on application, and all orders will receive our careful attention by mail or wire.

Reserve Coal is well known all over this Island, and is most extensively used for domestic and steam purposes.

Schooners are always in demand during the season and chartered at highest current rates of freight. Good despatch guaranteed schooners at loading piers.

## Peake Bros. & Co.,

Selling Agents for Prince Edward Island for  
Dominion Coal Company.

Charlottetown, P. E. I., April 21, 1909—4i

Fraser & McQuaid,

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

Souris, P. E. Island.

A. L. Fraser, M. P. | A. F. McQuaid, B. A.  
Nov. 10, 1906—2m.

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

Mathieson, MacDonald & Stewart,

Newson's Block, Charlottetown  
Barristers, Solicitors, etc.

P. O. Building, Georgetown

## The Horrors of a Cremation.

As Seen and Described by a Friend Litterateur.

M. Henri Lavedan describes the burning of a body in the Milanese Crematorium, in a letter to one of the French newspapers. M. Lavedan is one of the many persons of eminence who protest against cremation as a method of disposing of the dead, albeit, according to the book Lavedan holds no brief for any religious sect, and calls himself like so many of his literary compatriots, an agnostic.

He holds, however, that the crematory process is unnatural and that burial in the old way is counselled both by Nature and by piety regard for the departed. His description of the scene at the crematorium's side is certainly a masterly one:

A procession composed of some dozen persons, behind a coffin which four employees of the pompe funebre were pushing upon a little cart, had appeared from one of the avenues.

My interpreter pointed out the modest funeral, and with a small sympathetic smile said: "Here is the cremation. Let us follow, Signor. Hastening my steps, I found myself mingling in the small group of the relatives and friends of the deceased.

Those who accompanied gave no sign of sadness; they seemed rather to be accomplishing some long, tedious and dismal formality. I immediately experienced a secret pity for that poor inanimate body, to which only two hours of existence remained, and which before the end of this radiant morning, was going to vanish, a thin column of blue smoke, by the high brick chimney of the crematory temple.

Suddenly a door was opened with an efficient rattling of locks and bolts, and the coffin entered, still pushed on the cart which had brought it. The bier was rolled into a corner of the hall, which formed a sort of alcove, and curtains of cheap black cloth, unfolding from the ceiling, hid it momentarily from our gaze.

The temple officers were telling me all about it. "The burning lasts about one hour and a half. We get rapidly and cleanly—two good things. No odor whatever. If the deceased died of contagious sickness, he is burned in his coffin. If not of a contagious disease, without the coffin. You will be able to see this one; he is uncovered."

Then he went on to tell about the coat which was only about fifty lire (\$10). For those who cannot afford this, it is done free. Here he threw a glance at the family whose poor relation was to be cremated free. "He, there, you people!" he cried, "don't forget that this is being done free for you by the city."

Some of the family lowered their heads in a furtive kind of shame. "See the fire now," continued my cicerone to myself. With his finger he uncovered a small circular aperture, and looking through, I saw the fire, the terrible and hungry fire, issuing from four black pipes. These gargoyles spat out flames round as tree-trunks, though not for long did ruddy fire break through the thick pillars of sulphurous smoke.

Then, my guide led me to a small room in which there were a series of show cases. In one of them were arranged several jars like those in which distillers put up cherry-brandy. Each contained what looked like pieces of pumice-stone. My guide took three of these jars, removing the large flat stoppers. From the first he drew a pebble which he thrust under my nose, saying in his peculiarly jocular way: "Look! That's a man of forty!"

Taking a smaller piece, "Here," he said, "is a lady of quality." The third was a bambino—a little baby. When we returned to the temple, the preparations for the burial were complete. The custodian disappeared behind the curtains giving orders, then he re-appeared, wiping his hands perfunctorily on his apron. "This time it's all over," he said, and everybody rose in the hall. Behind the curtains, I could discern the bearers bending over the open coffin from which they were preparing to draw the corpse. There was a sound of wood being knocked against and a rattling of feet on the stone floor. At last the curtains were violently drawn apart, and the body, lying full-length on the sheet-iron slab (the grid iron, it is humorously referred to, by the assistants), passed before our eyes. I do not remember if the corpse was dressed, or wrapped in a shroud. I only saw his pale profile and his waxen face, now turned to a bluish hue. He was no more than forty years old, and I was struck with the seeming serene resignation of this

dead body in a scene so lacking in respect and solemnity. It all looked so unreal that I almost expected the corpse to sit up and cry out: "My children, the joke has gone far enough; let us have done with it."

But no. He was brought before the furnace trap, and then, to add to my anguish, the guide began describing the process in detail. "The most curious thing of all is that the body seems to take life again as it meets the fire. The legs arms, hands—all begin to move. Ah! I tell you, the body lives again. I feel sure of it!"

Then the assistants, holding the corpse as if to allow the relative one last parting look, just for an instant, at last shot the deceased into the furnace of fire. A blaze immediately lights up the whole scene. Then the guide took me to the little aperture again. "Look there," he cried enthusiastically. "Have I exaggerated? Isn't that a triumph of burial for you?"

No, indeed. He had not boasted. The dead body lived again. Certainly it gave me the most startling impression of horror I ever experienced; and such that I could not render it in writing. At the mere recollection of that body twisting, of those arms beating the air, asking, as it were, mercy, of those fingers contracted and orkling like wood-shavings, of those black legs which were convulsed and caught the fire like soaked torches (one moment I thought I heard him howl), shudders ran through me, cold sweat was on my brow and I fled the scene."

## Concerning Cardinals.

The title of cardinal (Latin: cardo a hinge) has existed in the Catholic Church since the close of the fourth century. In 492 the dignity of cardinal took its specific rank among titular distinctions, and in the twelfth century to rank as a cardinal of the Church was to be rated with the sons of sovereign princes.

Since 1059 it has been usual to select the Pope from the body of Cardinals. Not always, however, has an elected Pope previously worn the purple. Urban IV, Gregory X, Celestine V, Clement V, Urban V, and Urban VI had never possessed the cardinalial dignity.

The constitution of the College of Cardinals was drawn up in 1586 by Sixtus V. The body was limited to 70 members, namely: 6 Bishops, fifty priests, 14 deacons. In modern times this number is not often complete. Not since 1665 and 1667 has the College been filled.

In 1245 Innocent IV ordained that all cardinals should wear the red hat to show that they ought to expose themselves to the shedding of their blood for the Church. The scarlet skull-cap and biretta was instituted in the fifteenth century.

The creation of the largest number of cardinals by one Pope is recorded to the late Pontiff Leo XIII who gave the red hat to not fewer than 147. Eight popes did not create a single cardinal. The total number created since 1099 is 2,559. Two consistories, one private, the other public, are held for the investiture of cardinals who are present in Rome. The ceremonies include the giving of the hat, the accolade, the ring, the closing and opening of mouths and the reading of the letter conferring the title.

Absent cardinals, when created, have the scarlet cap sent them by special postal courier. The hat and title are given only to those who visit Rome, and since many, through old age or infirmity are unable to undertake the journey, they die without becoming completely cardinalial.

Richelieu, Mazarin, Dubois never received the hat in person. Among those counted as cardinals are two who died before their creation: They are William Maresfield, an English priest, and a Portuguese, Pablo de Carvalho, both of whom died but a few days previous to their nomination.

Many saints have figured among the cardinals, namely, Peter Igneo, Peter Damian, Albertus of Brabant, Gvarino Escari, Galdino Sala, Raymond Nonnato, Charles Borromeo and John Fisher.

Schism has been a fruitful cause for deprivation of rank among cardinals. Among resignations from the dignity have been many royal princes who abdicated for reasons of state.

Cesar Borgia gave up his dignity after five years tenure. In 1885 Cardinal Hohense resigned his rank. The United States has produced two Cardinals—McCloskey and Gibbons. English Cardinals number 42, beginning with Ulfre in 1197, the latest being Vaughan (1893-1903). Ireland has had four cardinals: Cullen, McCloskey, Logue and Moran. Scotland has the only Cardinal. Scotland had two: Beaton and Erskine.

If a Cardinal is a bishop a cross is placed above his arms under the hat, and if an archbishop, the cross has a double horizontal bar. Cardinal Vaughan, in 1893, impaled his family arms with the pallium. It has been the custom for Patriarchs of Venice to surround their arms with the wings of St. Mark. Pius X also did so when at Venice.

Minard's Liniment cures Dandruff.

## SHARP KNIFE-LIKE PAINS

Would Go Through Heart

Thousands of people go about their daily work on the verge of death and yet don't know it.

Every one in a while a pain will seem to shoot through the heart but little attention is paid to it at the time, and it is only when a violent shock comes that the weakness of the heart is apparent.

There is only one cure and that is MILBURN'S HEART AND NERVE PILLS.

Mrs. J. E. Nixon, Riverview, Ont., writes:—"Two years ago I suffered with a bad pain around my heart. At times it would almost stop beating and then, a sharp knife-like pain would seem to go through it. As I had heard of Milburn's Heart and Nerve Pills, I sent and got two boxes of them, and when I had only used a box and a half I was entirely free from pain."

"Don't you know some of that same powder exploded a couple of years ago and blowed up ten men?" "Sure, that couldn't happen now," replied Casey. "There's only two of us here."

Minard's Liniment cures Colds, etc.

"What do you think ought to be done with trades who give short weights in person?" "I think they ought to be given long waits in jail."

## A Sensible Merchant.

Mrs. Fred. Lane, St. George, Ont., writes:—"My little girl would cough so at night that neither she nor I could get any rest. I gave her Dr. Wood's Norway Pine Syrup and am thankful to say it cured her cough quickly."

A little girl, aged three, had been left in the nursery by herself, and her brother arrived to find the door closed. The following conversation took place: "I want to tum in, Cissie." "But you can't tum in, Tom." "But I want to." "Well, I've in my nightgown, and a nurse says little boys mustn't see little girls in their nightgowns."

After an astonished and reflective silence on Tom's side of the door, the miniature Eve announced triumphantly: "You tum tum in now Tom; I tooked it off!"

## Minard's Liniment cures Neuralgia.

The pastor, the Rev. J. F. Lackey will leave on Monday for a vacation of a few weeks, so the congregation can have a rest.

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

Fuddy—What kind of a singer is Jones? Duddy—Fine, but rather too realistic. Why, he sang "Rocked in the Cradle of the Deep" last night with such feeling that more than half the audience were seasick and had to leave the hall.

## Sprained Arm.

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

Sufferer—Doctor, don't you think that a change to a warmer climate would do me good? Specialist—Good gracious, man! That's just what I am trying to save you from!

## Suffered For Years From Pain In The Back and Headache.

Pain in the back is one of the first signs showing that the kidneys are not in the condition they should be, and it should be attended to immediately for, if neglected, serious kidney troubles are likely to follow. There is no way of getting rid of the headache except through the kidneys, and no medicine so effective for this purpose as Doan's Kidney Pills.

Miss Ida J. Doran, 28 Spring St., Charlottetown, P. E. I., writes:—"I have received most wonderful benefit from taking Doan's Kidney Pills."

"I suffered for years from headaches and pain in the back, and I consulted doctors and took every remedy obtainable but without any relief until I began taking Doan's Kidney Pills. This was the only medicine that ever did me any real good, so after using several boxes I am now entirely free from all my dreadful headaches and backaches."

"I will always recommend your medicine to any of my friends who are troubled as I was."

Price 50c per box, or 3 boxes for \$1.25, at all dealers or mailed direct by The T. Milburn Co., Limited, Toronto, Ont. When ordering direct specify "Doan's."



THE HERALD

WEDNESDAY, AUGUST 31, 1910

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.

Unexampled Interference.

In our local columns we call attention to the advertisement of a Liberal Conservative convention for the second district of King's County, to be held at Morell on the 15th of September. As this is a subject that probably interests, more or less, most of the Conservative electors in that district we deemed it proper that their attention should be directed to the announcement, so that they would have ample time to give the matter such consideration as they might think proper. Beyond that we did not intend to say one word; for the reason that the matter is now submitted to the electors of the district, for judgment and any attempt to swerve public opinion this way or that would be not only in very bad taste, but also in the highest degree insulting to an intelligent electorate. The Examiner has thought proper to pursue quite a different course and has, through a correspondent, undertaken to instruct the people of the second district regarding their duty at this particular time. In taking this departure the Examiner is only sustaining its reputation. It has, of late years, rarely done the Conservative Party much good; but has scarcely ever failed at a critical time, wittingly or unwittingly, to do the party an injury. Referring to the second district the Examiner's correspondent, among other things says: "That this district can be redeemed by the Conservatives goes without saying. When we reflect that at the last general election Mr. McInnis escaped defeat only by a bare majority of twenty-four and that his popularity instead of increasing is still on the wane it will easily be seen that it requires no very great effort to defeat him." Taking these statements at their face value, it is quite reasonable to assume that those who hewed down to twenty-four, an adverse majority of 160, may be depended upon to knock off the remaining fragment. There may be some people quite ready to step in and avail themselves of the advantages achieved by the labours of others; but serving as a warning pan for some one else is an undignified position, which no one with a spark of manhood wishes to occupy. A man who bears the burden and heat of the battle; but who, when hopes brighten, abandons his post and suffers himself to be chloroformed is unworthy to be considered the upholder of any honorable cause. No matter how wise any individual may be, it is altogether too much to assume that all the wisdom of a district is centered in him; otherwise conventions would be quite unnecessary. For the rest we leave the intelligent electors of the second district to resent, as it deserves, the unprecedented interference of the Examiner and its correspondent.

The Canadian Navy.

The Liberal press through out the country is making much of the fact that bodies of Germans and French Canadians settled in the west have assured Sir Wilfrid Laurier that they are willing to send their sons to man the Canadian navy. The avidity with which these offers were seized upon by those organs which find it necessary to support the government in return for government patronage proves that the administration is sorely in need of a kind word respecting the proposed expenditure of millions for the creation of a naval force which will be of little use to the empire in time of war, and which will only take part in Britain's battles when it suits the whim of Sir Wilfrid Laurier. It is doubtful if the bulk of the people of Canada who are putting up the money for this "order-in-council" navy realize that their hands have been completely tied by the voluble opportunist who sits at the head of the cabinet table. All the young French Canadian and German youths in Canada could not raise one finger to repel an enemy of Britain until the high mogul in his palatial residence on Laurier Avenue made up his mind that the Canadian naval force should enter the fray. We are therefore completely at the mercy, as a nation, of the man who at the time when the whole Empire was roused over the South African war, had to be spurred into sending the clamoring contingents to the front. The navy creation of which was authorized by the majority of parliament last session cannot be of any assistance to Britain. It cannot even fire a gun without permission and England might be swept from the sea before the machinery of government gave the word which would pull the trigger. Even the Toronto Globe realized that if Canada was to do anything it must be of a practical nature. On March 24 1909 the Globe said editorially: "But as a matter of fact war is in progress. The contest in shipbuilding is war. If the mother country were engaged in a deadly conflict Canadians could not get across the ocean fast enough to the aid of the mother land. But we must remember that our aid is as much needed now as if a physical war instead of a shipbuilding war was on. It is Canada's duty, from every point of view from our affection for the land of our fathers, and for our own self interests to take prompt and practical action. But the Canadians rushing over the seas to the defence of the mother land would find the door locked to active par-

What's in a Name?

"Why is it," queries the Rochester Union and Advertiser, "that the boys with the old-fashioned names seem to get to the front? A canvas of the names of candidates for the governorship will demonstrate that the boys who were called "Bill" in their school days are looming up large. There are no Percys or Algernons in this list, and none in sight." "And why is it, indeed," chimes in the Toronto Star, "that the Percys and the Algernons seem fated to stay out of politics, and the Bills to get there? Why is it, for instance, that every member

of the Dominion Cabinet, except the Minister of Justice and those of French origin, wears the commonest Christian names in the language? "Harking back to their schoolboy days, they become Dick Cartwright, Fred Borden, Syd. Fisher, Frank Oliver, George Graham, Charlie Murphy and no less than five Williams, Bill Fielding, Bill Patterson, Bill Templeman, Bill Pugsley, and Bill King. Nor is the Minister of Justice a little out of the common, he pays the penalty by being known as A. B. On the front benches of the Opposition sit Bob Borden, George Foster, Charlie Doherty, Bill Maclean, Sam Hughes, Sam Barker, et al."

There seems to be something in a name after all. Politically speaking the commoner it is the better. To be a Bill or a Jim may not assure political distinction, but certainly nothing but political extinction seems to await most of the men who were christened something unusual.—St. John Standard.

11 Deaths by Drowning.

Portland, Me., Aug. 28.—James A. McKay, aged 41, chief mechanical inspector for the Burroughs Adding Machine Company, in Maine, was drowned this afternoon while deep sea fishing in a gasoline launch off Cushings Island. Mr. McKay's companion, A. R. Van Amburg, had started to pull the anchor rope when someone from a party in a boat nearby shouted that McKay had fallen overboard. The man swam easily toward the boat, and grasped a life buoy which was thrown him. When within about three feet of the boat he sank and did not rise again. The body has not been recovered. Mr. McKay is a son of James McKay of Toronto Canada, and a nephew of Joseph Boyver, president of the Burroughs Adding Machine Co. at Detroit. He has been in the employ of the company for many years and is unmarried.

ONE SAVED OUT OF EIGHT.

Portland, Aug. 28.—A dory containing eight men, two of them sailors from the United States cruiser Tennessee on leave of absence, which left Portland at 7 o'clock tonight, for Peaks Island, was capsized near House Island tonight by striking a buoy. The cries of the men were heard from Peaks Island and Wm. Hill and Frank Beal put out in motor boats. They managed to rescue seven of the men, but John E. Paterson, a picture framer, aged about 30 years, who has a wife and five children, was not found. When last seen he was swimming toward House Island but it is not believed he reached it. One of the island steamers trained her searchlight on the island for some time, but could not find the man.

FATHER AND SON.

Kathadin Iron Works, Maine, Aug. 28.—Sydney Jones, a real estate broker of New York, and his 14-year son, Sydney jr., were drowned yesterday at Yoke Pond, 17 miles from here, according to information received here today. Father and son were fishing from a canoe when their craft capsized. Mr. Jones took hold of his son in an effort to save him, but the lad cried: "Dad let go." The father released his hold and the boy sank. Soon after his parent also went down. The bodies were recovered. Mrs. Jones, who had been in camp with her husband and son, is now staying at a local hotel.

THRILLING RESCUES.

Warren, R. I., Aug. 28.—Two drowning accidents in which five persons lost their lives and eight others were rescued, some of them in such a state of exhaustion they were resuscitated with difficulty, were recorded here today. Two men, one woman and two children were the victims. They were Antello Gandreia, 19, of Warren; Manne Muniz, of North Dighton, Mass. Muniz's 16 months

old child, Miss Maria Mellow, of Fall River; Mrs. Mellow's 15 months old child. The accidents happened within an hour of each other in which four persons lost their lives a little later in the evening. Both were marked by thrilling rescues.

WALKED OVERBOARD.

Calais, Me., August 28.—Leaving his bunk and walking overboard in his sleep, Wm. Dudley, 28, a seaman on the schooner Jessie Hart was drowned sometime last night. His clothing and personal effects were found in the forecastle where he left them on retiring this morning. The boat was at anchor six miles below the city. Dudley is survived by a wife and three children.

FELL OFF THE BANK.

Auburn, Me., Aug. 28.—The body of Joseph Legasse, of Lunn street, New Auburn, who has been missing from his home for the past five days, was found this morning floating in the Little Androscoggin river more than a mile from the city. His coat and fishing tackle were found nearby and it is supposed that he fell asleep and rolled off the bank into the river. He leaves a widow.

Ninth Week at Catholic Summer School.

With the annual pilgrimage to the shrine of St. Ann, Isle La Motte, the ninth week of the session was opened on Sunday. The pilgrimage this year was one of the most successful ever held, more than six hundred taking advantage of the opportunity to visit this famous shrine. This annual pilgrimage, which was inaugurated by Rev. John F. Mullaney, LL. D., of Syracuse, has grown in interest and numbers with each succeeding year. The morning lecture periods have been devoted to "Studies in Comparative Literature" by Prof. Arthur F. J. Remy, Ph. D., of Columbia University. This course, given under the direction of the Alumnae Auxiliary Association, has been of a high scholarly order. The studies included "Legend of Lancelot," "The Wanderer Jew," "Troubadours and Minstrelsy," "The Celtic Element in the Literature of Europe," "Oriental Influence on Occidental Literature."

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' " " 1.50 to 2.00 Girls' " " 1.10 to 1.35 Childs " " 1.00

Alley & Co.

MARITIME EXPRESS

Intercolonial Railway

THE TRAIN BETWEEN

Halifax and Montreal.

Meal Table d'hotel Breakfast 75c. Luncheon 75c. Dinner \$1.00

Direct connection at Bonaventure Union Depot with G and Trunk trains for the West.

(Montreal Gazette.)

The immigration rules, it is announced, are to be relaxed so that a man coming to Canada and getting work will be allowed to bring out the members of his family without showing that he has \$25 a head for them. The immigration service has made itself the object of more hostile criticism of late than any branch of the government's activities. Apparently it differs from some of the services in that it can learn. If the wise criticism is kept up it may be brought to such a condition of reasonableness that Canadians can speak of it without feeling ashamed.

(Hamilton Herald.)

Our Liberal contemporary, the Woodstock Sentinel-Review, disapproves of the Canadian system of allowing a government to remain in power till it yields to the process of disintegration—which means until it falls to pieces through its own rottenness. Of course the Sentinel-Review is right. And a good way to stop the practice, and to gain for Canada the rotation in office which does much to keep British politics sweet, is to adopt in Canada the British civil service system. Abolish political patronage in Canada, and you deprive the party corruptionists and hangers-on of their principal incentive to keeping their party in power.

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old child, Miss Maria Mellow, of Fall River; Mrs. Mellow's 15 months old child. The accidents happened within an hour of each other in which four persons lost their lives a little later in the evening. Both were marked by thrilling rescues.

WALKED OVERBOARD.

Calais, Me., August 28.—Leaving his bunk and walking overboard in his sleep, Wm. Dudley, 28, a seaman on the schooner Jessie Hart was drowned sometime last night. His clothing and personal effects were found in the forecastle where he left them on retiring this morning. The boat was at anchor six miles below the city. Dudley is survived by a wife and three children.

FELL OFF THE BANK.

Auburn, Me., Aug. 28.—The body of Joseph Legasse, of Lunn street, New Auburn, who has been missing from his home for the past five days, was found this morning floating in the Little Androscoggin river more than a mile from the city. His coat and fishing tackle were found nearby and it is supposed that he fell asleep and rolled off the bank into the river. He leaves a widow.

Ninth Week at Catholic Summer School.

With the annual pilgrimage to the shrine of St. Ann, Isle La Motte, the ninth week of the session was opened on Sunday. The pilgrimage this year was one of the most successful ever held, more than six hundred taking advantage of the opportunity to visit this famous shrine. This annual pilgrimage, which was inaugurated by Rev. John F. Mullaney, LL. D., of Syracuse, has grown in interest and numbers with each succeeding year. The morning lecture periods have been devoted to "Studies in Comparative Literature" by Prof. Arthur F. J. Remy, Ph. D., of Columbia University. This course, given under the direction of the Alumnae Auxiliary Association, has been of a high scholarly order. The studies included "Legend of Lancelot," "The Wanderer Jew," "Troubadours and Minstrelsy," "The Celtic Element in the Literature of Europe," "Oriental Influence on Occidental Literature."

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' " " 1.50 to 2.00 Girls' " " 1.10 to 1.35 Childs " " 1.00

Alley & Co.

MARITIME EXPRESS

Intercolonial Railway

THE TRAIN BETWEEN

Halifax and Montreal.

Meal Table d'hotel Breakfast 75c. Luncheon 75c. Dinner \$1.00

Direct connection at Bonaventure Union Depot with G and Trunk trains for the West.

and is known to hold 30,000, the Pontifical High Mass in the open air on Friday at the altar specially built at the foot of Mount Royal. Sunday the solemn procession of the Blessed Sacrament. Intercolonial Railway is making specially low fares to Montreal in this connection the tickets being good for travel September 3rd to 10th, inclusive, and good for return leaving Montreal not later than Sept. 15th. A large delegation is expected from the Maritime Provinces, and those intending witnessing this unique event in Canada's history should lose no time in consulting the local Intercolonial ticket agent who has full particulars.

Output Of The Ontario Mines.

The value of the output of metalliferous mines and works in the province of Ontario during the first half of the present year amounted to \$17,916,000, or \$12,620,781. The silver production was worth nearly one million dollars more than the corresponding period of last year. The increase in the nickel and copper output of the Sudbury mines were very large. The official returns to the bureau of mines are as follows:— Silver, \$12,804,991 or, value \$6,280,197; " X " cobalt, 289 tons, \$85,657; copper, 4,634 tons, \$660,497; nickel, 3,349 tons, \$2,005,960; fromore, 39,497 tons, \$115,032; pig iron, 221,710 tons, \$3,540,688; zinc, 9,576 tons, \$5,900. " X "—Only Cobalt paid for included. Shipments from silver mines aggregated 14,787 tons, of which 12,024 tons were of ore and 2,763 tons of concentrates. The former averaged 814 ounces of silver to the ton, and the latter 1,017 ounces. Cowanaga contributed 325 tons of ore containing 317,915 ounces of silver, and the Lake Superior district a small production, the remainder being from Cobalt proper. The production for the corresponding period of 1909 was 11,234,382 ounces of silver valued at \$5,379,980. The nickel and copper mines of Ontario turned out 9,839 tons of nickel and 5,634 tons of copper as compared with 6,027 tons of the former, and 3,741 tons of the latter for the same period last year, an increase of 25 per cent. and 42 per cent. respectively. The production of pig iron as compared with the first six months of last year does not show a very large increase, the figures being 221,718 tons having a value of \$3,240,688, as against 211,683 tons, valued at \$3,197,769 in 1909.

Flat Top Japanned and Marbelized, Sheet Iron, Birch Slats, Heavy Brass Yale Lock, 3-ply Leather Handles.

28 inches long \$2.85 32 inches long 2.60

Same as above except has round top, 28 inches \$2.75 32 inches 3.00 Plain Waterproof Canvas. Edges of ends sheet iron bound, 3-8 inch Hardwood Slats, 3-ply Leather Handles, 30 inches \$3.25 32 inches 3.75 34 inches 4.15

Stanley Bros.

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. 362. Mar. 22nd, 1906

Canadian-Pacific Railway.

Eucharistic Congress.

MONTREAL, QUE., SEPT. 7th-11th, 1910. For the above memorable event, the Canadian Pacific Railway Company and its Canadian connections will issue excursion return tickets to Montreal at One-Way-First-Class-Fare for the round trip, except that 25 cts. will be added where such one way first-class fare exceeds \$2.50 as follows:— ONTARIO—From stations west of Kingston, Sharnot Lake and Renfrew, including intervening branches, tickets on sale September 3rd to 10th, inclusive. From Kingston, Sharnot Lake, Renfrew and east, also intervening branches, tickets on sale Sept. 5th to 11th. QUEBEC—From Quebec City, Levis City, Megantic and stations, west thereof in the Province of Quebec, also intervening branches, tickets on sale Sept. 5th to 11th. MARITIME PROVINCES—From stations in New Brunswick, Nova Scotia and Prince Edward Island, tickets on sale Sept. 3rd to 10th. VERMONT—From stations in the State of Vermont, tickets on sale from Sept. 5th to 11th, inclusive. MICHIGAN—From Detroit, Mich., and Sault Ste. Marie, Mich., tickets on sale Sept. 3rd to 11th, inclusive. All the tickets good to return on September 15th, 1910. Ask for tickets by Canadian Pacific Railway or communicate with nearest Canadian Pacific Agent. August 17th, 1910—31

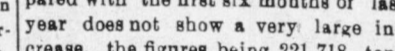
PRINCE EDWARD ISLAND Agricultural & Industrial EXHIBITION

Being the tenth open to the Maritime Provinces, and the second open to all Canada. At Charlottetown. Sept. 19, 20, 21, 22, 23, 1910. This will be the greatest ever held on the Island. \$14,000.00 in Exhibition Prizes. Three Days Horse Racing 9 Classes—3 Classes each day. \$2,400.00 in Race Purses. Grand attractions in front of Grand Stand. Low rates by railway and steamboat lines. For prize list and all information write C. R. SMALLWOOD, Sec'y Treasurer, Charlottetown, P. E. I., Aug. 24, 1910—41

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.

Trunks Suit Cases



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' " " 1.50 to 2.00 Girls' " " 1.10 to 1.35 Childs " " 1.00

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LOCAL & OTHER ITEMS

The Incline Railway at Niagara Falls, together with a flour mill was burned on Monday. Loss \$70,000.

On Monday, two freight trains collided near Smith's Falls, Ont. Driver Riley's arm was cut off, and other trainmen were injured.

Notice of a Liberal Conservative Convention for the St. Peter's District, to be held at Morrell on Thursday September 15th next, will be found in this issue.

Advices of the 26th say: Sixty-five American laborers arrived from St. Joseph's County and report that 48 comrades were burned to death at Big Creek last Saturday. All of the men were rescued in Missouri.

H. S. Perkins the celebrated English runner from the Old Country will meet Cameron at Amherst in a five mile race tonight. A great race is expected. Many other multiple runners will also compete in this race.

Arrangements have been concluded with the Union Steamship Company, for a subsidized service to San Francisco and New Zealand. The Government desire to obtain a Vancouver service and Canada has been asked to send tenders.

Hugh McCormick, the famous carman and ex-champion speed skater of the world, is dead at his home in Coldbrook, N. B. Deceased had been ill for a long time. He was in his 56th year and well known throughout the sporting world.

Fire early Sunday destroyed the plant of the Stevens Tank and Tower Company on Turner street, and Smith and Allen's livery stable on Knight street, Antigonish, Nova Scotia. Two horses were burned to death in the stable of the tank company. The cause of the fire is unknown.

Perfect order prevailed on the 29th, at the parliamentary elections throughout Portugal. The republicans carried Beja and secured a majority of the seats at Lisbon and Oporto. The results already at hand indicate that the government will have a majority in the Cortes of from 35 to 45.

The British Admiralty has decided to build a motor driven battleship which will render the Dreadnought obsolete, according to an announcement made a few days ago. The battleships in the world today will be unable to cope with the new design in speed or fighting power, according to tentative plans laid out. Experiments with motor driven boats have already been made.

There was a fair market yesterday and prices were well sustained. Apples were considerably in evidence; raspberries too, in limited quantities well on sale. The prices of staples did not vary very much since last quotations. Old oats (black) bought 50 to 55 cents while the new black sold for 40 cents. Hay was about 35 cents and potatoes were 40 cents a bushel. Eggs were 20 and butter 20 to 22 cents.

Prince Edward Island has again carried off the heavy artillery honors. The eight Battery of the Fourth took first in the grand aggregate with 634 points and the ninth battery of the same regiment came second. The 10th of Coburg got third, the second of Montreal fourth. The 4th battery of New Brunswick was fifth with 533 points and other batteries of the same regiment were sixth and eighth.

Word comes from Paval, Alaska, that the crew of the ship Harvest Queen, of Windsor, N. S., has been rescued in mid-ocean by the liner Kronprinz Luise of the North German Lloyd line, according to wireless dispatches received. The Harvest Queen took fire and was abandoned on August 25 in longitude 40° 51' latitude 44° 24' north, in a sinking condition. The Harvest Queen sailed from Dalnossie, N. B., August 10, for Buenos Ayres.

The final word of the passing into history of the Madrid government at Managua was received at the State Department Washington in a despatch from the American Consul at Managua. The message dated Saturday 20th, told of the disorder which preceded the downfall of Madrid at Managua, the escape of the President as shots were fired at his train and the assumption of the presidency by Estrada and the command of the troops by the brothers of the revolutionary leader, General Juan Estrada.

When the S.S. Mesagico with the Queen's Own Rifles landed at the Maple Leaf drew alongside the landing stage at Liverpool on Monday the Lord Mayor and the other commandants of the district and officer commanding the War Office were present to welcome the regiment. The Mayor dwelt on the importance of trade between Liverpool and Canada and the great importance of cultivating good friendship. Colonel Pellatt replied briefly after which the regiment disembarked and entrained for Aldershot.

Ottawa advices of the 27th say: Upon Brigadier General MacKenzie, now Chief of Staff, and Chief Military Adviser in Canada, will devolve the work of carrying out the changes recommended by General French. The work will be a considerable one covering some years. To do away with the present system of Military Districts and to replace with a system of commands will be a work of considerable magnitude. It will mean that many new artillery and Cavalry corps will be added to the military force. At present these arms of service number some 5,000 men each number will have to be doubled while to equip additional batteries with guns and outfits, will involve an expenditure of several millions. There will also be the task of organizing a Head-Quarters Staff for each of the military commands.

LOCAL & OTHER ITEMS

Death caused by heart disease, came to Prof. William James, of Harvard University, at his summer home at Chorona, N. H., Friday night.

Sir Edward Grey speaking at Berwick England, said the settlement of the Lord's question was a matter of life or death to the Liberal party.

The famous Scottish singer, Jessie McLaughlin, is coming to Charlottetown again. She is booked to appear in the Opera House here on September 26th.

John Kelley, a Halifax marine engineer, fell nearly one hundred feet over the river bank at Niagara and was picked up on the lower bank without a bone broken, though he is badly shaken up and internal injuries are feared.

Friday 1st was sales day at the Charlottetown Cheese Board. A great many cases were sold at a profit and some factories sold at 10 to 11¢. A number of others sold on the curb afterwards at probably about the same price.

A man who is alleged to have obtained small sums of money from a number of officers and men at the Portsmouth N. H. Navy Yard under the pretence that he was a Canadian Naval Officer, was an importer, according to advices received from Montreal.

After having been in operation for sixty years or more, the saw mill and box factory of James Walker and Co., at Basin Mills, Maine was totally destroyed by fire. The loss which is estimated at \$150,000 is fairly well covered by insurance.

Penny-in-the-Slit machines have been adopted by the Canadian P. O. department for the sale of stamps. Fifty machines have been bought, and will be installed at Montreal, Toronto, Ottawa and Winnipeg. If found successful they will be put in at other places.

One hundred and fourteen men left Springhill, N. S., Friday to locate in Western Canada, including sixty-nine foreign miners. A fatal accident in the mines the same day caused the death of a German miner. The deceased leaves a wife and two children in his native land. The body has been embalmed and taken to Germany.

It is announced from Montreal that the C. P. R. is about to inaugurate a scheme to have motion pictures in special theatre cars on the transcontinental train in the prairie provinces and British Columbia. By means of these moving pictures it is expected to give travellers an idea of the world's famous scenery through which they are passing but cannot see during the night.

A speech delivered last Friday night by Emperor William before the Provincial Banquet at Koenigsberg, in which he reiterated and emphasized his belief in the Divine Mandate by which he rules, referred to the Prussian Crown as bestowed by God's grace and not by Parliaments or peoples assemblies and laid the lance against the present movement for women's suffrage, is the political sensation of the hour.

Mr. Tiffin states that the Board of Management of the I. C. R. will likely make before long a recommendation for the acquisition of certain branch lines under the act of last session, but it has not yet been decided which will be taken. It is understood that certain lines, especially in New Brunswick are applying their earnings to betterment in order to attain the standard required if they are to be leased by the Government.

This is the intelligence in brief regarding the loss of fire in the west as reported from Wallace, Idaho, on the 26th: Three hundred members of the forest fighting forest fire are believed to have perished. That number is unaccounted for, according to W. R. Weigal, forest supervisor here. They were stationed in the white pine woods in the north of the state. If this estimate is correct the death toll may reach 1,000, as hundreds of settlers are in the path of forest fire.

Mr. Rufus Hogan, son of M. P. Hogan met with a serious and painful accident while at his work in his father's factory on Friday afternoon last. While attending the swift revolving saw, his left hand in some accidental way came in contact with it and in an instant three fingers and the thumb were taken off close to the knuckles. Only the little finger was left. He was taken to the City Hospital where his injuries were attended to. Mr. Hogan's many friends sympathize with him in his serious accident.

The Canada West Indies Royal Commission's recommendation in London is mainly of a permissive nature. One question was how far in framing any reciprocal trade arrangements it might be desirable to deal with the West Indies collectively, or whether it might not be well to make an application of such arrangement permissive in individual cases, so that the Colonies not desiring to adhere at once might have the option of doing so at a later date. The Commissioners found it impossible for them to recommend the adoption of any general scheme embracing all the Colonies, and they consider a Uniform Tariff out of the question.

The hull of the British armored cruiser Bedford, which ran aground on the Samarang rocks, southwest of Queipart Island, Sunday 21st, while steaming at full speed through a dense fog, was still hanging upon the jagged ledges when dawn broke on the 24th. She was pounding heavily in the high seas, left in the wake of the typhoon which last week swept across the eastern sea, just grazing the region of the wreck which on the 23rd and the day before prevented any attempt at salvage by the fleet of British and Japanese war vessels standing by. The weather on the 24, however, was moderating, giving hope that the sea would soon go down. Eighteen lives were lost when she ran ashore.

LOCAL and OTHER ITEMS.

The British cruiser Scylla has sailed for Jamaica, Honduras to collect indemnity for the murder of three Jamaicans, recently committed by Honduras, and to protect the British turtle fishermen on the Honduras coast.

As the result of the combined calls of railway contractors and western farmers, the labor market at Fort William has suffered and it is difficult to procure ordinary laborers for \$2.50 a day. It is estimated that Fort William and Port Arthur employment agents have sent out no less than 4000 hands during the summer to Manitoba, Saskatchewan and British Columbia construction. While this number is all that is required for railway work there the wheat growers are asking for help and transcontinental contractors in the immediate district say that the scarcity of labor is delaying their work.

The Czar of all the Russias has been arrested by German policemen, according to a story printed by the Tageblatt. Emperor Nicholas, with a Grand Duke, slipped across the frontier into Germany, according to a story. During their stay at Wolf's Garden they entered a park the use of which is forbidden to the public. They were arrested by a gendarme. Taking their presence as a joke, they went to the police station and were photographed before the blunder was discovered. They were finally released with profound apologies presented by officials ranging from rank from policemen to ministers and ambassadors. The latest photograph of the Czar, however, is in the possession of the police.

Whatever St. John Exhibitions have been in the past, the Dominion Exhibition, September 5th to 15th, will by long odds outstrip them all in every department. Already over 275 exhibitors have been granted space, making a comprehensive ensemble of the manufacturing, agricultural, fruit growing, live stock, mineral and forestry resources of Canada. The national character of the show will be pronounced as the list of exhibitors will show. There will be manufacturing displays from the Pacific slope and the eastern extreme Halifax. In the intervening spaces of territory, all the leading industries and occupations will be represented. To convey some adequate idea of the displays to be made by concerns in large cities, the following table may be quoted: Montreal, 11 displays; Toronto, 7; New York, 5; Boston, 5; Hamilton, Windsor and London, Ont., 3; Winnipeg, 2; Western, general, 14; the Maritime Provinces, New England section and smaller cities and towns across the continent will contribute the remaining number of exhibits, all of which will contain some special element of interest.

MARRIED.

MCCORMACK-KLARE-In St. Augustine's Church, Oakland, Cal., on July 20th, Rev. B. J. McKinnon, P. P., officiating, Jerome B. Klare, formerly of St. Peter's, P. E. I., to Miss Adella Klare, of California. Congratulations.

McLEAN-ROBERTS-At Charlottetown, on Wednesday, the 24th inst., by Rev. D. McLean, Hugh McLean, of Dundas, to Mrs. Mary Roberts, of Murray Harbor.

McNIVEN-McPHEE-At Springton, Aug 24th, 1910, by Rev. John Gillis, Benjamin McNiven of Hazelgrove, to Miss Cassie McPhee, youngest daughter of John McPhee of Springton.

SCHOENEN-HAYWOOD-At the Manse, Montrose, P. E. I., August 25th, 1910, by Rev. J. H. McHattie, Emil B. Schoenen of Worcester, Mass and Beattie E. Haywood, of Alma, Lot 3, P. E. I.

CAMPBELL-McKINNON-On August 24, 1910, by the Rev. A. S. Stewart, of Valleyfield, at the residence of the bride's parents Charles and Mrs. McKinnon, Heatherdale, Christina McKinnon to John A. Campbell, of the same place.

DIED

NELSON-On July 2nd, at 3284 Heather St., Vancouver, B. C., David A. Nelson, aged 44 years, formerly of Cornwall, P. E. Island.

YENNEY-Suddenly in this city, on the morning of Thursday, 25th inst., William E. Veney, aged 46 years. Deceased was book keeper for the firm of J. A. Ferguson & Co., and appeared to be in his usual health, while at his work on Wednesday. In the early hours of Thursday morning he was taken very ill. He suffered intensely from pains in the arms and legs. Dr. Jenkins was called in and did everything available for the sufferer; but he gradually became weaker and died about 7 o'clock, after receiving the last Sacraments. He leaves a widow and five children to mourn. He was a member of Branch 218, C. M. B. A., and his brother members turned out in goodly numbers at the funeral. A high Mass of Requiem was celebrated at the Cathedral by Rev. Plus MacDonald. The procession then reformed and proceeded to the cemetery on St. Peter's Road, where the interment took place. May his soul rest in peace.

McDONALD-In this city on the 29th, in Ellen McDonald, aged 77 years. May her soul rest in peace.

McPHEE-At Georgetown on the 28th, inst., after a lingering illness, Michael D. McPhee, aged 63 years, leaving a widow and a large circle of friends to mourn. May his soul rest in peace.

McLEAN-At the Charlottetown Hospital on the 29th, inst., Captain Alexander C. McLean, aged 71 years. Deceased was Captain of the Steamer Northumberland, plying between Charlottetown and Pictou and had made his last trip across the Strait, just one week before his death. He was taken sick on his way to Pictou, consulted a doctor there and on his return went to the Hospital where he died, as above stated. He had been sub-

ject to acute stomach trouble and had been under treatment in the Hospital in the spring; this last attack was followed by pneumonia and slow fever, from which he did not rally. Captain McLean was an able and fearless navigator and was well-known and highly esteemed by the travelling public. He had been a long time in the employ of the Steam Navigation Company, serving in minor capacities; but steadily climbed the top. He is survived by a widow, four daughters and three sons.

McINNIS-At Head of Hillsborough on August 14 inst. at the early age of 17 years, John Patrick, only son of John A. and Mary Melanin. R. I. P.

WORTH-In this city on the 29th inst., John F. Worth, aged 81 years.

The Market Prices.

Table with 2 columns: Item and Price. Items include Butter (fresh), Butter (tab), Calf skins, Ducks per pair, Eggs, Flour (per cwt.), Hides (per lb.), Hay, Mutton, Oats, Pork, Sheep, Turkeys, etc.

Minard's Liniment cures Distemper.

ST. PETER'S DISTRICT.

A convention will be held at Morell Hall on Thursday, 15th day of September next, at one o'clock p. m., to nominate two candidates to contest the second electoral district of King's County in the Liberal-Conservative interest at the forthcoming election. The chairman of each poll will see that his poll has a full representation of delegates.

ANDREW LEWIS, Convener. Head St. Peter's Bay, Aug. 31, 1910-2i

Mortgage Sale.

To be sold by public Auction, on Friday the Sixteenth day of September, A. D. 1910, at the hour of twelve o'clock noon in front of the Law Courts Building in Charlottetown, under and by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the Seventy day of November, 1908, and made between George Sedgewick Blue of Stanhope Lot or Township Number Thirty-four, in Queen's County, at Prince Edward Island, Lessor of the one part, and Barbara O'Halloran, of Charlottetown, in said County and Island, widow, of the other part. All that tract, piece or parcel of land situate lying and being on Lot or Township Number Thirty-four, in Queen's County, in Prince Edward Island, bounded and described as follows, that is to say: Commencing at the Northwest angle of land of David Carr at the Stanhope Road; thence running northwesterly along the said road to the Friston Road; thence South along the Friston Road and the East boundary of Herbert Alexander's land to land of David Lawson; thence South easterly along said land and land formerly in possession of Henry Green to land of David Lawson; thence North along the western boundary of David Lawson's and Carr's land to the place of commencement, containing one hundred and thirty acres of land, a little more or less.

Lime.

We are now supplying best quality of Lime at kilns on St. Peter's Road, suitable for building and farming purposes, in barrels or bulk by car load.

C. Lyons & Co. April 28-4i

\$50 Scholarships Free

To the Student making the Highest Marks during next term.

will YOU win it?

An up-to-date modern business training with no waste time. Write to-day for new prospectus, terms, etc.

Union Commercial College, W.M. MORAN, Prin.

MacLellan Bros., Bank of Commerce Building. Tailors and Gents' Furnishers. New Store. To Be Well Dressed at a Reasonable Cost. Let Us Make Your Suit! Have you been giving your money away to a poor tailor for clothes that did not satisfy you? or worse still have you, thinking you were saving two or three dollars on your suit, paid your good money for a "Ready-Made" suit that stays good only until you wear it, and instead of adding to your appearance, will by its bad fitting qualities make you appear poorly dressed. Have you ever thought that a "Ready-Made" was the most expensive suit you could buy. Do you know that one good Tailor-Made Suit at \$20.00 to \$25.00 will outwear any two Ready-Made at \$15.00, and that the made-to-order suit will hold its shape and its good looks until the cloth is worn out, while a Ready Made will only look good for a short time. Isn't it cheaper for you to invest \$25.00 for a good suit once a year, than to invest \$15.00 for a poor one, twice in that period? You will agree with us in that, won't you? Then our proposition is this: We keep a stock of all the best clothes made—we have Worsteds, we have Tweeds, in all the leading shades; we have Serges and Venucias in blue and black—in fact we have everything that's made for men's clothes. We have expert cutters, men who have spent years in studying the art of designing men's clothes, and we have a staff of workmen trained in every branch of the trade, men who put into a job work of the highest order. You can select a suit at any price from \$18.00 to \$30.00. We will make it to your individual measure, we will put the best of trimmings into it, and we give you good style and the best of workmanship. In short, your money is not ours until you are satisfied with the suit in every particular. Don't you think it will pay you to leave your order with us? The Swellest Line of Men's Furnishings In the City is Here--Moderately Priced. In our new store, we have opened up a first class Gent's Furnishings Department, where you will find the newest ideas in up-to-date goods for men. This department being a side line with us we can afford to handle the finest lines at a moderate profit. You can save money by buying your toggery from us, and we guarantee to show you the very latest things in men's Stylish Furnishings. We will be pleased to have you come in and see the best selected stock of men's goods in the city. COLLARS. We carry the W. G. & R. Collar, the best collar made in Canada. We can give all the latest shapes. These collars combine style and quality. Price 15c each or 2 for 25c., 20c. each, 3 for 50c. NEW SWELL SHIRTS. A big stock including the lines of the two best Canadian makers. All the swell patterns and colors. Pretty shirts at 75c., \$1.15, \$1.23, \$1.35, \$1.50 up. See them. PRETTY NECKWEAR. We have the newest and best selected stock of Ties in the city. All styles, 25c. to 75c. each. We also show a nice line of NEW UNDERWEAR, NEW SUSPENDERS, NEW HOSIERY. MACLELLAN BROS.

DOMINION EXHIBITION ST. JOHN, N.B. SEPT. 5th TO 15th. WATCH FOR THE GRAND OPENING. BIGGEST, BEST, MOST IMPORTANT FAIR EVER HELD IN EASTERN CANADA. Agricultural & Live Stock entries close Aug. 1. NEW BUILDINGS—NEW ARRANGEMENTS. If Intending Exhibitor or Concessionaire Write For Complete Prize List. Excursions and low Rates from Everywhere. C. Lyons & Co. April 28-4i. To the Student making the Highest Marks during next term. An up-to-date modern business training with no waste time. Write to-day for new prospectus, terms, etc. Union Commercial College, W.M. MORAN, Prin.

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. Pressed Hay WANTED! We will buy some good bright Timothy Hay. G. Lyons & Co. Feb. 10th, 1909-2i. W. J. P. McMILLAN, M. D., PHYSICIAN & SURGEON. OFFICE AND RESIDENCE: 148 PRINCE STREET, CHARLOTTETOWN. June 15, 1910-1f. D. C. McLEOD, K. C. J. W. E. BENTLEY, BARRISTERS, ATTORNEYS AND SOLICITORS. MONEY TO LOAN. Offices—Bank of Nova Scotia Chambers.

"PERIQUE." Dark Cut Tobacco in tins and packages. This is one of the COOLEST SMOKES. On the market. Try a 10 cent package. You'll enjoy it. All up-to-date grocers and druggists sell it. HICKEY & NICHOLSON Tobacco Co., Ltd. Ch'town, Phone 345. Manufacturers.



Railway Engineers as Heroes.

No man eludes death oftener or more narrowly than the locomotive engineer, says Mr. Thaddeus S. Dayton, writing in Harper's Weekly.

On a fast train the danger threatens and is gone in a fraction of a second. He goes on to tell of some of those "close calls" which every engineer must reckon as part of the day's work.

There are a few cases, we are told, when Providence steps in and averts a disaster which seems inevitable. The most remarkable instance of this sort happened many years ago on a railway in eastern Missouri.

The story was told recently in the official organ of the Order of Railway Conductors. One summer morning a twelve-car train containing the members of a Sunday school was bound for a picnic at a point about fifty miles distant.

Although the sky was cloudless when the excursion started, the train had not proceeded more than half way when a thunderstorm broke. The rain fell in torrents. The engineer was worried for fear the terrific downpour might cause a washout or a spreading of the rails, and he slowed down to about 35 miles an hour.

As the train swung around a curve and approached a small station which it was to pass without stopping, the engineer, peering through the broken curtain of rain, saw that the switch just ahead was open. It meant a terrible disaster. He closed his throttle and put on the brakes in an instant.

"Better stick to it," he shouted to his fireman. "I mean to," was the answer, "God help us all!"

His last words were drowned by a terrific crash of thunder which came simultaneously with a flash of lightning that seemed to strike the ground just ahead of the engine. The next thing they knew they were past the station, still riding safely on the main line rails.

The train came to a stop, and the engineer and conductor hurried back to discover what had happened and how the train had passed the open switch. They found that the lightning had struck squarely between the switch and the rail and had closed the switch.

More often the story of a close call is "a tale of quick-thinking heroism." We are told of an engineer whose presence of mind saved scores of lives in Newark, N. J., one December day a few years ago:

"A freight train was going up a steep grade about half a mile from the station when the couplings broke between the third and fourth cars from the end, and they began to roll down hill at a terrific speed. A long passenger train had just arrived and was standing directly in the path of the runaway cars. The engineer of the passenger train saw the approaching danger and realized in a flash that the on-rushing cars must be stopped at all hazards before they reached the station, otherwise there would be a terrible loss of life. He uncoupled the engine, sprang into the cab and opened the throttle. The big engine bounded forward like a spirited horse struck with a whip. At the last moment before the collision the engineer shut off the steam and jumped. He landed unhurt in a heap of cinders. The engine crashed into the runaway cars, and an instant later there was nothing left of the locomotive or the cars but a mass of wreckage. At least a hundred lives were saved by the engineer's prompt action."

THE BROKEN DRIVING ROD. "Occasionally a fastening of one of the great driving rods will break. Then at every revolution of the wheel to which the other end is attached, the great steel bar, weighing several thousand pounds, will come, swinging like a Titan's fist, bearing three hundred strokes a minute.

No disaster comes so unexpectedly and is so much dreaded as this. Almost invariably it happens when the engine is running at high speed. When a driver breaks it is a miracle if the men in the cab escape with their lives. If they do survive, and by their heroism succeed in stopping the train and avoiding a wreck, despite the rain of blows from this huge flail of steel, their acts bring forth a greater measure of praise than almost any other form of bravery that the railroad knows.

"Only the other day one of the driving rods of a passenger locomotive broke while the train was running more than sixty miles an hour down the steep grades of Pickers Mountain. In an instant the whirling bar of steel had smashed the cab and broken the controlling mechanism, so that it was impossible to bring the train to a stop by ordinary means. The great locomotive lunged forward like a runaway horse that had thrown its rider. In some way, however, the engineer, had escaped injury. He crept to the opposite side of the cab and climbed out through the window upon the boiler to try to reach some of the controlling apparatus from the outside. He was working himself astride the scorching boiler when suddenly the engine struck a curve, which it took at terrific speed. The

Pains in the Back

Are symptoms of a weak, torpid or stagnant condition of the kidneys or liver, and are a warning it is extremely hazardous to neglect, so important is a healthy action of these organs.

They are commonly attended by loss of energy, lack of courage, and sometimes by gloomy foreboding and despondency. "I was taken ill with kidney trouble, and became so weak I could scarcely get around. I took medicine without benefit, and finally decided to try Hood's Sarsaparilla. After the first bottle I felt so much better that I continued its use, and six bottles made me a new woman. When my little girl was a baby, she could not keep anything on her stomach, and we gave her Hood's Sarsaparilla which cured her." Mrs. THOMAS L. WALKER, Wallingford, Ont.

Hood's Sarsaparilla

Cures kidney and liver troubles, relieves the back, and builds up the whole system.

shook half threw the engineer from his perilous position, but he saved himself by grasping the bell rope. Then he worked himself down along the injured side of the swaying locomotive to where he could open one of the principal steam valves. A cloud of vapor rushed forth with a tremendous roar. Although robbed of its power, the locomotive did not slacken speed until it reached the bottom of the grade. Then little by little the throbbing of the great driving rod, which was pounding the upper part of the engine to pieces, grew slower, and finally it stopped. No one was killed or injured, and not a passenger in the long train knew until it was over of the danger that had been avoided so narrowly. If it had not been for the bravery of the engineer one of the worst wrecks in the history of railroading might have resulted."

AN EXTRAORDINARILY CLOSE CALL.

One of the most extraordinarily close calls that an engineer ever had occurred on a Western Railroad last year, says Mr. Dayton:

"A heavily loaded 'flier' was sailing along one night at between sixty and seventy miles an hour, approaching a broad river that was spanned by a drawbridge, which was sometimes open and sometimes closed. The train was supposed to come to a halt and the engineer to find out, if all was well he would sound the whistle and proceed slowly. On this night, however, the long train rushed on the bridge with undiminished speed. Fortunately, the draw had just been closed and nothing happened.

"The engineer's failure to stop at the bridge was the first intimation that the fireman had of anything wrong. He ran around to the engineer's side of the cab, shut off the steam and applied the brakes. He found the engineer fallen forward, senseless, with an ugly gash in his head. Beside him lay the stone which had inflicted the wound. It was afterwards established beyond question that in some inexplicable way this stone had been picked up by the engine itself while moving at its great speed and hurled into the cab. If the draw had not been closed that night when the 'flier' rushed across the bridge there would have been another accident which would have added to the story of railroading a mystery almost as deep as any connected with the navigation of the sea."

Such things as these make the engineers fatalists. According to Mr. Dayton, all of them believe that they will die when their time comes, and there isn't much use of worrying about it. Mr. Dayton concludes with the story of an engineer on a Southwestern railroad who firmly believed that he bears a charmed life."

SAVED BY A CYCLONE. "Several years ago he was hauling a long train of refrigerator cars loaded with fruit from California and running on express time. It was toward the close of a hot mid-summer day. The track stretched for miles straight away over a level plain. In the distance a storm seemed to have broken, and the engineer observed that it seemed to be moving diagonally toward him. In a few minutes he dashed into a torrent of rain, and then, preceded by an ominous hub, he heard the roar of the cyclone. A broad, shallow river spanned by a wooden bridge lay ahead. Peering through the darkness, the engineer fancied that he saw the funnel-shaped cloud embrace and obliterate the bridge. The next thing that he knew was that he was sailing through the air, and his last thought was that he would land in the river and could not swim.

"When he recovered consciousness he was lying in a wheat field five hundred feet from the track amid the debris of the woodwork of the engine. Much to his surprise, he was still alive. He struggled to his knees and saw his fireman crawling toward him. When the storm lifted they made their way to a track and thence to the river. A mass of wreckage almost dammed the stream. In its indescribable

confusion they recognized what had been their train. The cyclone had torn the cab free and carried it and its occupants to safety. They were the only ones of the train crew who escaped.—Star.

When the Storm Clouds Gather.

Every cloud has an open secret written upon its face, which may be read by any one who will give himself a little trouble. There are two distinct types of clouds, Stratus and Cumulus. The first is of sheet-like formation, the second possesses a heaped up appearance. When these two types merge, a storm is brewing. The union of these two forms the storm cloud.

There is no term more misused in general than cyclone. Such a storm is associated with destruction of life and property, with a general leveling of buildings, and is considered decidedly out of the ordinary. As a matter of fact the ordinary storms which move over the United States are cyclones. They come from the northwest and from the southwest, usually passing off toward the Gulf of St. Lawrence.

It might be thought, in view of the fact that we are becoming more and more familiar with what may be termed weather knowledge, that such popular errors would correct themselves, but just as the cloud is more or less of a mystery to most persons, at least so far as its significance is concerned, so the proper way to describe a storm seems almost wholly misunderstood.

Storms are divided into three classes, cyclone, hurricanes and tornadoes. Hurricanes enter the United States from the south or south-east, usually occurring from July to October in this part of the world. They originate in the eastern parts of the Caribbean Sea, travel by a curved track, northwest ward at first, gradually changing more to the north and northeast ward in the Gulf and Atlantic States, until they, too, join the great path in New England by which storms leave this country. In the central portion of the hurricane the wind usually blows from sixty to eighty miles an hour. It is in cities and towns they work their chief destruction. When we read of a wind so severe that plate glass windows of stores are shattered, that here and there a tree falls before its fury, we may set it down as a hurricane. Cyclones, ordinary storms, may be a thousand miles in diameter. Hurricanes are somewhat less, say six hundred or eight hundred miles.

The tornado is the most dangerous of all, although there is no severe storm unaccompanied by a degree of peril. In the United States tornadoes occur most frequently in the Mississippi and Ohio Valleys, although there are few States east of the Rocky Mountains which do not receive occasional visits from them. They form in all parts of the temperate zones under different aspects being known at sea as water spouts, and in deserts as sand storms.

Small tornadoes are called fair weather whirlwinds, when they happen in fair weather on the lake or on land under suitable conditions. In a dry atmosphere they are known as white squalls, because a small white cloud at a great height is all that is visible. A family of tornadoes may be produced from the same cloud, as many as fifteen tubes having been observed at once at such a time.

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Happy for the investigation there was at hand in the person of Mr. Coville's guide an intelligent Papago Indian—one who, from old time practice, was able to show how deftly and quickly the traveller in the desert may quench his thirst. He first picked out a cactus a little over three feet high and twenty inches in diameter. He then sliced off the top and exposed the white interior, raising the top from the plant as if it were a lid on hinges.

Inside could be seen a pulpy structure, evidently saturated with water, although it was noticeable that the water did not exude from the pulp when the top was made. The guide then cut a stake about three inches in diameter at the blunt end and began to mash the flesh of the cactus into a pulp.

By this means he made in the top of the cactus a sort of bowl and soon had collected a suitable quantity of this pulp. Then taking it up handful by handful he squeezed out the water into the bowl and tossed the useless pulp away. The flavor of the water was slightly salt.

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thunderstorm. So much is this the case that in Iceland there are no summer thunderstorms, but only winter ones, of this simple, small type. In Norway both types occur, the winter ones being much more destructive, because the clouds sink lower, and, therefore, the lightning is much more likely to strike buildings.

Aside from the question of direct storm clouds, the study of clouds, as a whole, is one of the most interesting pleasures that can be enjoyed. In the beginning, one must understand that clouds, owe existence to two causes. Through the passing of warm, moist air into colder, owing to condensation, a certain proportion of the moisture becomes visible in the form of a cloud. Then clouds are also formed by air that rises to a height where there is a decrease in both pressure and expansion. The result in this instance is also condensation. Here is the origin of the cloud. Now the thing to do is to trace the cloud into the various regions where it drifts or is propelled, and learn what the alliances it may form bring, and just what are the bits of cloud we see floating about.

Take, for instances, the mackerel sky. Ever so many persons believe that sky of this description, or, rather, such a cloud effect, indicates, fair weather. On the contrary, it is a strong indication that the weather is to change for the worst. Soft sunset clouds, or colors, indicate fine, settled weather, fiery or brilliant hues denote a change to stormy or wet weather.

Coronas are broader rings, seen quite close to the sun or moon, and are due to the shining of light through the edges of loose clouds. They have red on the outside and blue on the inside of the ring. Now and then one may notice these same effects not in circles, but they are of the same formation, drifting about unattached, because of the very lack of form.

Cirrus, or tufted, clouds are reliable weather guides, as a rule. They form in parallel threads. Should the threads appear on and parallel to the western horizon, and moving from a northerly point, what the weather bureau calls a depression is approaching from the west. This, while likely to cause bad weather, will probably pass to the north of the observer. Should the lines appear parallel to the southwest horizon, and be moving from a northerly point, the depression will likely pass over the observer, and occasion very bad weather.

Strangers left alone in the desert often die; native animals and native races do not. For the natives know that there is water in all deserts and that the receptacles for this water are plants which by means of their roots absorb water from the soil when the rains come and store it up like reservoirs for use in time of drouth. An examination with the microscope shows how this is done. The interior of a plant that holds water consists of myriads of water storage cells, and according to the Strand a determination of the water in a sample of the storage tissue of the barrel cactus has shown over 96 per cent.

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thunderstorm. So much is this the case that in Iceland there are no summer thunderstorms, but only winter ones, of this simple, small type. In Norway both types occur, the winter ones being much more destructive, because the clouds sink lower, and, therefore, the lightning is much more likely to strike buildings.

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NEARLY MAD WITH SICK HEADACHE

There are few people who have never experienced a sick headache, and those who have not may be considered very lucky, as it is one of the most aggravating headaches a person can have. There is only one way to prevent these horrible headaches and that is, to get rid of the cause.

MILBURN'S LAXA-LIVER PILLS will do this for you. Miss M. Denney, Edmonton, Alta., writes: "I wish to write you of your splendid remedy, Milburn's Laxa-Liver Pills as a cure for Sick Headache. I have been nearly mad with headaches for nights together, and have not been able to close my eyes. I was working at a lady's house and she told me of your Laxa-Liver Pills. I took four vials of them and I have not been troubled with a headache for about six months."

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Finally when the name was decided upon it was painted on a box cover and nailed over the front door. The sign read:—"Puss Cafay."

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This is to certify that I have used MINARD'S LINIMENT in my family for years, and consider it the best liniment on the market. I have found it excellent for horse flesh. [Signed] W. S. PINEO. "Woodlands," Middleton, N. S.

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Don't let worms gnaw at the vitals of your children. Give them Dr. Low's Pleasant Worm Syrup and they'll soon be rid of these parasites. Price 50c.

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