

# The Charlottetown Herald.

NEW SERIES

CHARLOTTETOWN, PRINCE EDWARD ISLAND, WEDNESDAY, MAY 29, 1912

Vol. XLI, No. 22



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Spring and Summer 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

## ROME LETTER.

(From our own Correspondent.)

Rome, May 28, 1912.

From every point of view the celebration of the Peace of Constantine is now certain to be a glorious success, as is proved by the results of the latest meeting of the Superior Council—which Pius X charged with the management of all arrangements connected with the event—held at the residence of His Eminence Cardinal Asseuti, Protector of the Council.

Letters were read by the General Secretary, Commendatore di Marzucchi, from bishops of various countries promising cooperation, and also a communication from the Holy Father saying that he has already acquired a site for the church, which will be built on the Tiber, near the Malvian Bridge, on the field where Maxentius suffered defeat at the hands of Constantine the Great, exactly sixteen hundred years ago. Several decisions of the Council were then submitted by the President, Prince Orsini, to the Cardinal Protector, and received the unqualified approval of His Eminence. Though the full programme of the celebration is not yet prepared, a good deal of it is already known.

The period of festivity will open in 1913 on Low Sunday, the chief event being a Pontifical High Mass by His Holiness Pius the Tenth in St. Peter's at the tomb of the Prince of the Apostles, Pontifical High Mass will be celebrated also in St. John Lateran, St. Mary Major, and other historic basilicas, as well as in the Catacombs of St. Callisto and of St. Agnes outside the walls of the city. A commensurate award of the centenary will be struck by the Holy Father, and will recall all the great events connected with the liberation of the Church from pagan persecution.

It goes without saying that quite a literature may be expected during the period of universal rejoicing, one interesting publication being an English translation of the Acts of the Council of Constantinople—The Catombs and Protestantism—of Commendatore di Marzucchi. This book will be in the hands of the publishers within six weeks.

One of the most interesting features in today's issue of the Acta Apostolicae Sedis, the Vatican bulletin, deals with the canonical erection of the Confraternity of Our Lady of the Sacred Heart of Jesus in the Church of the Missionaries of the Sacred Heart in Quebec. In an Apostolic Letter, the Holy Father, while referring to the good of religion accruing from the confraternity, grants this body the faculty of affiliating branches over the whole of Canada. Probably the next issue of the bulletin may contain a report of a case which the Order of Friars Minor, This largest of the Franciscan Church and Priory of Woodford, London, England, and has been before the British courts for a couple of years. The decision of the Tribunal orders that the house and garden shall belong exclusively to the sons of St. Francis.

Another little matter worthy of mention is deserving the attention of all Catholics, especially Americans. Every Sunday the Stars and Stripes are seen waving above the entrance to the Methodist Church on the Via Venezia Settembre, evidently with the intention of attracting the poorer classes of Italians who naturally respect America; and who are thus made to believe that Methodism is the official religion of the United States. Personally I am acquainted with many Americans who bitterly resent the officiousness of a handful of imported and well-paid Methodists, posing as the representatives of the sincere, pure, American Church.

The methods adopted by this trafficking band of American proselytizers among the poor Italians has long since been exposed to the world. Presents in money and kind may lead a few of them from the Church for a time; but they will never make Methodists of Italians. For forty-five years the Methodists have worked hard, late and early, in their endeavors to make converts; they have spent money like water; good American dollars have rained and showered and poured, so that the very flood ought to cause a flow of converts; they have built a few palatial temples—and what is the result? It is scarcely credible. The Methodist converts number at the very outside 350 after the forty-five hard years and the expenditure of millions!

This ought to be a sufficient answer from the Roman poor, but still the missionaries, Tipple and Co., stick on like leeches—for the game is profitable.

On the morning of April 3rd, in the Vatican Palace, a new gathering of the S. Congregation of Rites was held, and four causes claimed the attention of the Cardinals and prelates of the body. These were:

(I) The introduction of the cause of beatification and canonisation of Emmanuel Ribieri, professed priest of the Congregation of the Most Holy Redeemer.

(II) Confirmation of the worship given from time immemorial to Simeone, Falcone, Marino, Benincasa, Peter II., Balsano, Leonardo, and Leo II., Benedictine Abbots of the Most Holy Trinity of Ova del Torroni.

(III) Revision of the writings of Carlo Domenico Albani, priest of the Oblates of Mary Immaculate.

(IV) Revision of the writings of Francesco Seelos, professed priest of the Congregation of the Most Holy Redeemer.

That North America, Canada and Australia should exhibit tender feelings towards Ireland, now that her long night is closing and that her path of blood is gone for ever, is not to be wondered at. But the Irish colony in Rome got a pleasant surprise in the warmth of the felicitations given to Erin triumphant by the press of the continent of Europe since the introduction of the Home Rule Bill. For a great number of the continental nations had forgotten that Irish saints of old had brought them the Faith and sealed it with their blood; that others of them, France and Spain especially, had to acknowledge some of their bravest soldiers to have been wild geese of Erin. Only the educated classes remembered that Ireland was not a county separated by a river from her richer sister. Now all is remembered. Her battle for the Faith is lauded and her struggle for liberty is touchingly referred to. Up to a dozen or fifteen years ago Rome was the happy hunting ground for the anti-Irish intriguer. In the Roman press malicious hands penned reports vilifying everything pertaining to Ireland. An old lady, H., who, mirabile dicto, was once young, and is now gone to glory, is believed to have been the one who had translated "Parnell and Crime" into Italian, and circulated among the Cardinals of the Curia her well-known hatred of the Irish nation. For several years this has been a thing of the past. Let us give honor where honor is due now before the curtain falls on the black old scene. For years the Irish friends in Rome have annually forwarded as a body a substantial sum to the Irish Parliamentary Party. During a long period Irishmen at home are indebted to the Very Rev. Father David Fleming, O. F. M., Consultor to the S. Congregation of the H. Office, and Very Rev. Dr. Hagan of the Irish College, for great service rendered in Rome to protect the name of Ireland from obloquy and private intrigue at the hands of hereditary foes.

Though all the world knows of the date fixed for holding the International Eucharistic Congress in Vienna a few months hence, another great meeting which will be held a few days previously in the same city is not so well known as it merits. This is the International Congress of Catholic school teachers, the federation of which body comes to a total of 70,000 members. The heir to the imperial throne of Austria, Archduke Ferdinand, has assumed the patronage of the Congress, as the aged Emperor of the Eucharistic Congress. The school teachers' congress will be held on September 8-11, while the Congress of Catechists of Austria will be held from the 6th to the 12th of the same month.

One of the largest national pilgrimages seen this year in Rome is that received by the Holy Father in the Consistorial Hall on Monday, surrounded by the dignitaries, lay and ecclesiastical, of the Court. The number of Swiss pilgrims came to the number of eight hundred, under the leadership of the Bishop of Basle. In his address to the Sovereign Pontiff the Bishop recalled that it was in May, 1512, an army of 18,000 Swiss soldiers marched into Italy at the request of Julius II to drive from the country the border that menaced the States of the Church. In thanking the pilgrimage for its expression of homage and affection, Pius X recalled the devotion of so many Swiss in the heresy of the sixteenth century. He lauded the constancy of the faithful and exhorted them to remain ever firm to their lofty ideals of Faith and Fatherland.

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The figures are not too good to be published from the tops of the mountains. So here are the statistics: The Bulletin of the Free Masons of France tells us that the Masonic Orphanage of that country received fifteen fatherless ones in 1898, eighteen in 1899, and when half a century had rolled by since its foundation, it had in all received three hundred and fifteen.

This is Masonic charity! In 1900, before the abelst Government of France had time to drive the Religious Congregations from the country, the religious maintained 250,000 poor persons, 60,000 blind and weak-minded, 60,000 orphans, 12,000 fallen females and 210 old and infirm.

This is Catholic charity!

## Louisiana Centenary.

The centennial of Louisiana's admission into the American Union was celebrated in New Orleans April 30, with elaborate ceremonies. Secretary of State Knox represented the President, and many governors, foreign diplomats and consuls and other dignitaries attended. Archbishop Blenk delivered the invocation, and Secretary Knox, speaking in front of the Cabildo, the famous Spanish Government House, on the spot where the State flag was first unfurled, reviewed the consequences of the Louisiana Purchase, which brought us territory from which have been carved thirteen great states, with a present population of 18,000,000 as compared with 50,000 in 1803. He paid tribute to the patriotism of the French population which made Jackson's victory possible, and predicted that New Orleans, now next to New York in foreign trade, will, on the completion of the Panama Canal, be the great entrepot of North and South America. The Mississippi, he said, of incalculable value, despite its present ravages, which has rendered homeless a quarter of a million persons and destroyed some \$10,000,000 worth of property. He promised government assistance in rebuilding the broken levees and taking measures to prevent future inundations.—Americo.

## A Modern Instance.

The superintendent of the public schools in San Bernardino, California, has appealed to parents to aid him in stamping out a plague of "puppy love," as he calls it, that is spreading among the boys and girls who attend the mixed classes of the schools of that town. So absorbed have the children become in playing the roles of Romeo and Juliet that the spirit of study has evaporated, and all mental vigor is relaxed; discipline has been weakened, and what is particularly significant, several elopements have occurred among the pupils.

In schools under the control of the Church the segregation of the sexes, as is well known, has always been the rule. The wisdom that has determined the adoption of this practice is the fruit of centuries of experience and of a profound knowledge of human nature. It is justified anew by this "modern instance" from San Bernardino of the dangers inseparable from the American system which puts boys and girls in the same class room.

Children today are no longer "puppy love," as he calls it, and there is far too much truth in the assertion. But may not the prevalence in public schools of conditions like those which this California educator complains of, be the reason that among our young people, as "social workers" maintain, the number of "mental wastings" and "moral jellyfish" is rapidly increasing.—Americo.

Father Thomas R. Byles, who lost his life on the Titanic, was born in Leeds, England, in 1870, the son of a Congregationalist minister. He was educated at Oxford, and after his conversion in 1894, at St. Edmund's College, Ware, and the English College, Rome, where he was ordained priest in 1902, he served as Diocesan Missionary till 1905, when he became pastor of Ogaire, in the Westminster diocese. It is now ascertained that he not only ministered to the spiritual wants of the victims to the end, but had saved many of the survivors by going down repeatedly to the stowage, bringing up the female passengers, and putting them on the life-boats. In both services he was assisted by two other priests, Father Joseph Perusich, O. S. B., a Bavarian monk from the Abbey of Steieren, who was on his way to join the staff of St. John's Abbey, Collegeville, Minnesota, and Father Joseph Mantilla, a Lithuanian priest, who was coming from the Lithuanian orator in London to do missionary work among his brethren here. These three priests died at the post of duty, performing their priestly functions to the last moments of their lives.—Americo.

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## THE POOR DYSPLECTIC

### Suffers Untold Agony After Every Meal.

Nearly everything that enters a weak, dyspeptic stomach acts as an irritant; hence the difficulty of effecting a cure. Burdock Blood Bitters will relieve all the distressing symptoms of dyspepsia and in a short time effect a cure. Mrs. F. C. Gross, Berlin, Ont., writes: "I have been troubled with my stomach for the last seven years and tried all kinds of medicine for it, but none of them ever cured me, for as soon as I would quit using any of them, the same old trouble would come back. Last fall I was advised to try Burdock Blood Bitters, which I did, and used four bottles, and now feel so strong I can do all my house work nicely and can eat almost anything without it affecting me in any way. "Our boy is also using it; he has always complained of pain in his stomach all over like flatulencies, and at the age of ten had to stay home from school. He has been quite used to two bottles yet and is feeling good, can attend school regularly and eats heartily. "B.B.B. is manufactured only by The T. Milburn Co., Limited, Toronto, Ont."

Minard's Liniment cures neuralgia.

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THE HERALD

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Please send in your subscriptions.

Somewhere who has discovered the fact—that is what it is—reports that the hide of the whale is two feet thick in some places. What a fine hide that would be for a man running for office.—Philadelphia Press.

"I will name the compromise candidate; he will be me," says Mr. Roosevelt. First he assaults the Constitution; then he assaults the Supreme Court; then he assaults the President; and now he assaults the grammar.—New York World.

The wife of a Methodist minister in West Virginia had been married three times. Her maiden name was Partridge, her first husband was named Robin, her second Sparrow, and the present one Quail. There are now two little Robins, one little Sparrow and three little Quails in the family.—Smith's Falls News.

The bitter personal fight that has waged between President Taft and ex-President Roosevelt, in their scramble for the Presidential nomination at the approaching Republican national convention of the United States, is certainly far from edifying. It looks now as if Roosevelt is sure to capture the election. He is the greater mountebank of the two, and it is remarkable that such a demagogue should have such a following; but such is human nature.

A New York Senate commission is enquiring into our hydro electro system with a view to its adoption. Our neighbors are quite welcome to adopt Canadian methods, just as they adopted our ballot system some years ago, but seeing that no copyright is charged they might give Canada credit for such new ideas. For instance, the Canadian ballot system is known throughout the United States as the Australian ballot, though it was in use in this country for years before it was adopted by our Antipodean fellow subjects.—Ottawa Citizen.

The two candidates have covered each other so thickly with mud that the American people may be compelled, for their own dignity, to find some other occupant of the White House. The "dog fight," as it has come to be called, is a spectacle too lamentable to amuse even the distant, detached onlooker. Englishmen will not forget the respect due to the head of a great, friendly nation, but the manners of this contest are not making history our siders care to remember.—Pall Mall Gazette.

"The attitude of Newfoundland toward federation with Canada is that of a man doing well in a small way, who refuses the overtures of a rich neighbor because he prefers his own independence." Such were the words on the 22nd of Sir Ralph Williams, governor general of Newfoundland, while in Ottawa en route from Toronto, where he met the Duke of Connaught, on behalf of himself and the colony he represents. "The people of Newfoundland have every respect for Canada, its wealth and its resources, but just at present they prefer to

remain independent," he stated. "Times are good there now; perhaps, if they do not remain so, feeling may change. However, we think we are doing pretty well." Sir Ralph would not discuss the question of reciprocity between Newfoundland and the United States, but said personally he was glad Canada had turned it down.

Far North Exploration.

Ottawa, May 24.—That the distant north and western wilderness may be placed in almost immediate communication with Ottawa is something more than a probability, it is said. The author of the scheme is C. A. MacGrath, of the Canadian section of the international waterworks commission. The proposal if carried out, as seems likely, will mean the thorough exploration of the great unorganized territories of Canada, with every step reported to and recorded at a central office by means of wireless telegraphy.

The plan as outlined would involve the establishment of wireless stations at various points in the far north and west. To these stations exploring parties would report, and all information of importance would be communicated at once by wireless to the central bureau. A map has been prepared showing proposed stations at Cape Chudleigh and Charles Island on the north edge of Ungava, 1100 and 1170 miles from Ottawa respectively; at Lake Garry, 1700 miles; Norman, on the McKenzie, 2300 miles, and Fort Resolution on the Great Slave, 1830 miles. The scheme has been encouraged by the Royal Society and other bodies and individuals.

Practical Currency.

It has been practically decided in the United States to coin three-cent and one-half-cent pieces. The proposal has been unanimously recommended by the Committee on Coinage, and has the support of the Secretary of the Treasury. This will not be the first three cent piece coined in the United States. There was once a little silver three-cent piece which in time disappeared and was followed by a nickel coin of the same value, about the size of a dime. A story found its way into print some years ago which gave a remarkable explanation of the disappearance of this three-cent nickel from the United States currency. It is worth recalling.

It appears that about the time this three-cent nickel coin was issued a Chicago company manufacturing slot machines put out one which required a silver dime to work it. The first collection made disclosed the fact that the machine responded as readily to a three-cent piece as to a dime. To meet this embarrassing situation the slot machine company bartered the coins as fast as they came in, and they did not get back into circulation. In the course of time, when no more were found in the slots, it became evident that this policy had brought about the desired effect. The United States Government ceased to coin the three cent piece, and the troubles of the Chicago concern were at an end.

An appearance of truth is given to this story from the fact that the three-cent piece disappeared from circulation not only suddenly but effectively. None has been seen for many years, which is contrary to the usual experience with currency circulation. Usually a coin or paper money will remain in circulation for two or three decades after the issue has ceased. The method adopted by the Chicago con-

cern to get rid of the three-cent pieces was the wisest that could have been pursued. Every piece used in its machines represented a loss of seven cents, and it could better afford to lose three cents on the start than to face the prospect of losing seven cents every time the machine was operated, year after year.

The demand for the restoration of the three cent coin is said to have originated in communities in the States that enjoy a three-cent fare on street railways. In behalf of the ha'penny it is claimed that it will benefit the slot machine manufacturers. The New York Post sees in the demand for fractional currency a new spirit of thrift which is revealed in the general movement against waste and for "conservation." "Some," adds the Post, "will find it a source of regret that pressure of life should be urging this free-handled country to the level of the European nations with their farthings and centimes, but the sentiment against waste is one that cannot be easily dispensed with."—St. John Standard.

Canada Needs Dry Docks.

The Ottawa correspondent of the Montreal Gazette thus discusses the question of dry docks in Canada: "The development of Canada's natural harbors and the necessity of providing adequate facilities to meet the requirements of the larger vessels now in commission or building are two subjects which are being most earnestly considered by the Minister of Public Works, Hon. F. D. Monk.

With a view to grappling with the question in an effective manner the minister has collected information which supplies some startling details. It is computed that on the St. Lawrence there are at present twenty-five vessels visiting Quebec and Montreal, that could not be dry-docked at any of these ports in case of accident. This state of affairs assumes a deeper gravity in view of the larger ships under construction or project for the St. Lawrence River route, and the principal Canadian ocean ports. At present the Allan line is building two new ships the Alsatian and Albionian, each with a gross tonnage of 17,000, greater by almost 3,000 tons than any other vessels now visiting Quebec and Montreal.

The information in the minister's hands shows that Canadian ocean ports of the Atlantic, as compared with New York and Boston in regard to ship repairing facilities, are far behind. Considering the rapid development of Canadian trade and the increasing number of large vessels calling at Canadian ports the inadequacy of dry dock and equipment is emphasized to a large extent. New York, including Brooklyn and Hoboken yards, has five large docks of 200 tons, to 1,500 ton lifting capacity and nine marine railways of 150 to 4000 tons capacity.

At Boston there are five dry docks, two of which are owned by the Government, and five marine railways, varying in capacity from 300 to 2,000 tons Montreal has two small dry docks, to which is to be added soon a large floating dock now under construction. At Quebec there is to be found one Government dry dock, three small floating docks, one patent slip, and two griddons. On the Levis side of the St. Lawrence River a large dry dock, and four patent slips of 150 to 5,000 tons capacity, St. John has three griddons and a large dry dock is also proposed.

But even in New York with her great facilities under existing conditions there are seventeen trans-Atlantic steamers calling at New York that could not be dry-docked anywhere in the United States and 35 steamers that could not be dry-docked in the port of New York. The prevailing length of the large existing dry docks is between 700 and 800 feet, but the development in the size of ships renders these docks unfit for use. Docks of 1,150 feet, will be required at a very near date, the largest being constructed with a view to docking one or more vessels at the same time.

The late Government passed the Drydock Subsidies Act in 1910 and the present Government amended it in 1912, increasing the maximum expenditure upon which a subsidy would be paid. Hon. Mr. Monk has an extensive memorandum relating to the dry docks and

graving docks of the world prepared for him by Mr. St. Laurent, assistant deputy minister of Public Works, and the minister's extensive trip through eastern and western Canada this summer, beginning in a few days will be for the object of familiarizing him with the actual conditions.

Since the advent of the present ministry to office the following dry docks have been proposed and will be shortly under way: Esquimaux total cost, \$2,637,801; Sault Ste. Marie cost \$9,000,000. Toronto cost, \$894,121; Owen Sound, total cost, \$150,000. A dry dock is proposed at St. John, N. B., while the plans of Sydney, N. S., are as yet incomplete. At Halifax an extension is projected while proposals are called for at Levis or Quebec. In connection with the latter an expert from England will arrive in a few days to decide on the respective qualifications of the two places. It is possible that from the data gathered the Hon. Mr. Monk will recommend in a few months a Drydock Subsidiary Act and enlarge some of its clauses to meet special requirements.

Vessels Not To Be Limited Size.

Philadelphia, Pa., May 25.—The 12th international congress on navigation today declined to go on record as favoring a limit being placed on the size of ocean steamships. During the debate on the subject it was declared that the Titanic disaster was not due to the size of that ship, but that, on the other hand its immense proportions had kept the vessel from sinking quicker. A small steamship having met with a similar accident, it was argued would have sunk like a stone. It was further declared that the recent great marine tragedy would have no appreciable effect on limiting the size of vessels, and it was ascertained that the time was not far off when the Panama canal will be too small to permit the safe passage of the great ships of the future.

The discussion came in the section of the congress which is considering ocean navigation. The debate was directly on a report made by C. E. Cronsk, of San Francisco, who had reviewed all the papers handed to the congress on the subject of the dimensions to be given to maritime canals. The report, in part, recommended that government aid should not be extended to the building or operating of seagoing vessels whose draught exceeds 32 feet, and there should be an international agreement fixing the maximum dimensions of vessels built or operated under government subsidy.

It was tentatively suggested that the following should be the maximum dimensions of seagoing vessels: Length over all, 990 feet breadth, 105 feet; draught, 32.2 ft. These recommendations were not adopted, but other recommendations in the report were approved.

At the morning session of the ocean navigation section, the opinion was expressed by delegates that it is the inherent right of every country that builds a canal to fix the toll rate as it pleases, in this it was evident that the waterway was in the minds of some of the delegates.

In the section that is taking up matters relating to inland navigation, the question of having dimensions assigned by any given country to canal of heavy traffic was considered. There were many views expressed but no positive action was taken. Several speakers advocated the permitting of private capital to take up and develop moribund inland waterways under careful government supervision so as to prevent railroads from controlling competing water routes.

Lady Tupper's Funeral.

Halifax, May 28.—Sir Charles Tupper arrived here today from Quebec, bringing with him the body of Lady Tupper, which will be interred in St. John's cemetery at 2 o'clock tomorrow afternoon. Sir Charles is bearing up well under his bereavement, but shows signs of the sorrow that has overwhelmed him. The body is at Armidale, the home of M. C. Grant, and which was the residence of Sir Charles in Halifax. The sentimental attachment of Sir Charles to the old home prompted Mr. Grant to offer his house for the funeral. The service will be conducted by Archdeacon Armitage, of St. Paul's church. Three favorite hymns of Sir Charles and Lady Tupper will be sung. Book of Ages. Lead Kindly Light, and Nearer My God to Thee.

Prizes for Teachers.

The teachers of this Province in common with those of the neighboring Provinces, who attend the Summer School of Science, are this year, through the beneficence of public-spirited gentlemen, offered an opportunity to compete for some very valuable cash prizes. There is a \$100.00 prize offered for the best student, besides a number of \$20.00 and \$10.00 prizes.

The attention of the teachers of Prince County is called to the fact that there will be four \$10.00 prizes exclusively for them, no one being allowed to compete for these but the teachers from Prince County. Two of these have been donated by Hon. Senator Tjo, and two by James Richards, Esq., M. P., Donald Nicholson, Esq., M. P. offers a \$10.00 for competition by the teachers of Queen's County, and Hon. W. S. Stewart offers a \$10.00 prize for competition by teachers of Charlottetown and Bonaville.

If other public spirited gentlemen would follow the example set, it would aid a worthy class of people and advance the cause of education in these Provinces. Contributions like and would be gratefully and acknowledged by the undersigned. J. D. SEAMAN, Secretary Summer School of Science.

Ocean Limited Early On Route.

SUMMER TIME CHANGE ON INTERCOLONIAL RAILWAY JUNE 2ND.

The summer change of time on the Intercolonial Railway will go into effect on June 2nd when the famous Ocean Limited will be placed on the route between Montreal, St. John, N. B. and Halifax, N. S. with connections for and from the Byngs, and Prince Edward Island, in anticipation of an early rush of summer travel. The time schedule is expected to be practically the same as last year which means that the "Limited" will leave Montreal at 7:30 p. m. reaching Levis at midnight, and giving through passengers the opportunity of seeing the famed Matapedia Valley during the earlier hours of the morning and a view of the Restigouche River and the blue waters of the Basie des Chaleurs. The beautiful Valley of Wentworth, N. S. will be seen in the more mellowing light of early evening, and the train will reach Toronto at 8:00 o'clock connecting with the through night express for the Sidneys and arriving at Halifax at 10:00 p. m.

The Maritime Express under the summer schedule will leave Montreal at 5:15 a. m. and through passengers will have the daylight journey through Quebec, and a view of the majestic St. Lawrence as it widens in its course to the sea. Making connection at Moncton with morning express for St. John the Maritime coasting eastward will reach Halifax at 1:30. The Ocean Limited will leave Halifax westbound at 8:00 a. m. and the Maritime Express will leave at 1:15 p. m. thus there will be a through week day service by two trains equal to the best on the continent.—I.

DIED.

FERGUSON—In the P. E. I. Hospital, Charlottetown, May 22nd, 1912, at 411, Esther Reynolds, beloved wife of Daniel Ferguson, of Marshfield, after an illness of a few weeks.

STANLEY—In this city, Francis Stanley, aged 88 years.

CAMPELL—At her residence, Mitchell River, Cardigan, on May 2nd, Mary McCormack, relict of the late Malcolm Campbell, aged 76 years. May her soul rest in peace.

SMITH—Fortified by the rights of the church, at her home in West Newton, on May 8th, of pneumonia, Mrs. James Smith, at the age of 81 years, leaving four sons and four daughters to mourn. May her soul rest in peace.

SHAW—At Blaine, Me., Frank D. Shaw, in the 31st year of his age. He was the son of Neil Shaw, DeSable, P. E. Island.

STEVENSON—At Fredericton, Tuesday, May 21st, 1912, at eleven a. m., Hal-dane G. Stevenson, aged 23 years, son of George W. H. and Mrs. Stevenson.

SHAW—At Lorne Valley, on Tuesday the 21st inst., James Shaw, in the 90th year of his age.

COCHRANE—At his residence, Baldwin's Road, on Wednesday the 22nd, Martin Cochran, aged 65 years. His funeral to St. Peter's Church on Friday morning was largely attended. Requiem High Mass was celebrated by the pastor, Rev. I. R. McDonald, by whom he was attended during his last illness. He leaves a widow, three sons and five daughters to mourn. May his soul rest in peace.

MURPHY—At Lighth, on the 23rd inst., Mrs. Dr. Murphy, after about ten months' illness, in the 40th year of her age. Deceased was a daughter of Mr. William Wickham, of Summerside. Besides her husband she leaves to mourn four children, her aged father and one sister, Mrs. Rensie, Alberton. The interment took place at Alberton, and the funeral was largely attended. May her soul rest in peace.

LAPPIN—In Charlottetown, very suddenly, on May 27th, 1912, Patrick Lappin, aged 72 years, leaving three sons and two daughters to mourn. R. I. P.

The Market Prices.

Table listing various goods and their prices: Butter (0.20 to 0.32), Eggs (0.20 to 0.22), Fowls each (1.00 to 1.50), Chickens per pair (0.00 to 0.20), Flour (per cwt) (0.00 to 0.14), Beef (quarter) (0.06 to 0.10), Mutton, per lb (0.08 to 0.12), Pork (0.08 to 0.09), Potatoes (bush) (0.20 to 0.25), Hay, per 100 lbs (0.70 to 0.75), Hk Oats (0.62 to 0.65), Hk Oats (per lb) (0.12 to 0.14), Calf Skins (0.00 to 0.12), Sheep pelts (per sq yd) (0.60 to 1.20), Quiniam (per cwt) (0.00 to 0.03), Turkeys (0.12 to 0.15), Turkey (per lb) (0.20 to 0.21), Geese (0.25 to 0.75), Fresh hay (12.00 to 15.00), Straw (0.35 to 0.40), Docks per pair (1.00 to 1.50), Lamb Pelts (0.30 to 0.40).

MOORE & McLEOD Standard Patterns 10c. & 15c. The Busiest Store on Charlottetown's Busiest Street. Rummage Sale in The Bargain Basement For example: Trimmed Hats, worth up to \$5.00 each, go for \$1.00 Ladies untrimmed Hats, worth to \$1.25 each for 35c. Print Cottons in all patterns, worth 14c. for 10c. 4 pieces Dress Goods, worth 70c. to \$1.25, now 35c. Gingham in checks and stripes, regular 15c. for 10c. Fairly good Print Cottons 6c. Oxford Shirtings, regular 15c. value now 10c. 60 inch unbleached Table Linen, worth to 10c., 15c. bunch Coats, Skirts, etc., at half price and less. We have just fitted up the big basement under our store as a large extra salesroom. We are using it to dispose of odd lots, remnants—any sort of goods that has outlasted its time here. The prices in every case are ridiculously low. In fact any article offered in the "Bargain Basement" will be away under its value.

These Men's Suits at \$15 Are Good Values. These \$15 suits for men are splendid values for the price. They include a choice line of tweeds, serges and worsteds, made in the popular, three button, single breasted, sack style, with all the care, skillful tailoring and smart finish that expert tailors can produce. The latest styles are displayed in this line, and the wide range of sizes assures you of getting a perfect fit. Call in and see the line—get a master tailored and perfect suit for \$15. We have other styles priced at \$7.75 to \$30. H. H. BROWN'S 180 QUEEN STREET.

COAL! Spring & Summer Weather. All kinds for your winter supply. See us before you place your order. HARD COAL—Different Sizes Soft Coal—All Kinds. G. Lyons & Co. Charlottetown, P. E. I. Nov. 30 1910. Fraser & McQuaid, Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc., Souris, P. E. Island. A. L. Fraser, M. P. | A. P. McQuaid, B. A. H. McMILLAN

**Lucky Indeed**

Is the man who goes to work with a supply of our  
**Master Marine Smoking Tobacco,**  
and also our  
**Black Twist Chewing Tobacco,**  
for that man surely has both a good chew  
and a good smoke "coming to him."  
These brands are good because good tobacco  
is in them, and NOT doctored. Just pure  
and genuine leaf.

**HICKEY & NICHOLSON Tobacco Co.**

**Join the Army of Successful C. B. C. "Grads."**

Look up the records of nearly all graduates of the C. B. C. and you will find that they are holding down the most responsible, prominent and lucrative positions that an appreciative business world can bestow.

Wherever you go you will find men and women who owe their present success and prosperity to the practical business training which they secured at the C. B. C. From Sydney to Hong Kong and from Vancouver to Bombay you will find hustling, successful and enterprising people who would now be drugging at their tasks in their home town if it were not for the rich opportunities their C. B. C. training developed for them.

There's no need of staying in the ranks with the common crowd, no need of slaving away for a pittance when practical training will enable you to create your own opportunities for a richer, bigger and bet ter future.

C. B. C. courses cover bookkeeping, shorthand, typewriting, business correspondence, banking, reporting, modern office practice, navigation and engineering.

Write today for free prospectus, C. B. C. blotter and full information.

**Charlottetown Business College**

OF SHORTHAND AND INSTITUTE OF SHORTHAND AND TYPEWRITING

**L. B. MILLER Principal**

VICTORIA ROW.

**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.

Stanfield's "Red Label," a heavier and finer grade, soft and warm, unshrinkable. All sizes. . . . \$2.50 a suit.

Stanfield's "Blue Label," a very heavy line. Will keep you warm in any climate, no matter how cold. Won't shrink. All sizes. . . . \$3.80 a suit.

Come in and have your Underwear needs supplied.

**MacLELLAN BROS.**

263 QUEEN STREET.

**LOCAL & OTHER ITEMS**

The Boston Steamer A. W. Ferry was here yesterday.

The commencement exercises of St. Dunstan's College take place today.

Market prices yesterday scarcely differed from those of the previous quotations.

Sunday last was the anniversary of the birthday of Queen Mary, the royal salute in honor of the event was fired from Fort Edward on Monday.

The argument on the marriage question raised by the Lanouster bill presented in the House of Commons, last session, commenced in the Supreme Court of Canada in Ottawa on Monday of this week.

General Lanier, formerly a resident of Nova Scotia and a representative from Shelburne County in the Dominion House of Commons, and formerly a member of the Imperial House of Commons, died in England a short time ago.

The wretched weather that prevailed on Empire Day, Friday last, very seriously interfered with the various outings and sports planned for the occasion. Heavy thunder and vivid lightning accompanied by a heavy downpour of rain were weather features of the day.

Moses Roth was killed and Daniel Zehr was probably fatally injured in a level crossing accident at Tavistock, Ont., on the 23rd. These two young farmers were driving across the Milling Company's G. T. R. switch when a car giving a flying start struck their rig.

U. S. Consul General Frank D. Hill of Minnesota was killed by falling down the railing of the staircase in a big hotel at Frankfurt on the Maine, Germany, on the 23rd. He was found on the ground floor with a broken skull. It is assumed the fatal accident was caused by a spell of dizziness.

An official recounting of the votes given in the last Quebec provincial election in Dorchester County resulted in the election of Dr. Morisset, Liberal, by a majority of 26. The recounting in Berthier changed the victory of M. Lafontaine, Liberal, into a victory for Dr. Gaboury, Conservative, by a majority of one.

A bill for the improvement of the harbor of St. Thomas, Danish West Indies, which includes the deepening of the harbor, the building of wharves, wharves, wharves, and the construction of docks for the largest steamers, passed both houses of the Danish parliament at Copenhagen on the 22nd inst.

James H. Duncan, the unattached local athlete, not only broke the world's record when he threw the disc 156 feet 1 inch from the Olympic disc at the Post Office Clerk's games in New York on Monday, but he did it with a disc weighing 4 lb 7 1/2 ounces, or 13 ounces over the required weight, according to the official announcement by the chairman of the record committee.

The whole above ground plant of the Great West Coal Co at Clover-Bar, Alberta was on Saturday last destroyed by a fire that did damage to the extent of from \$35,000 to \$40,000. A small fire broke out in the roof of the boiler room at the mine, spreading from that point until the entire building and around the pit head were enveloped in flames. The loss is covered by insurance.

E. J. Chamberlain, vice-president and general manager of the Grand Trunk Pacific Railway Company, was appointed President of the company, at Montreal on Friday last, as reported by the late C. M. Hays, president of the company. Mr. Chamberlain, second vice-president, was elected first vice-president and Mr. M. M. Reynolds was elected a director and second vice-president.

The Cunarder Uticon at Montreal, on her first voyage, dropped her port propeller and put into Halifax to allow her passengers to land before coming into port. She sailed for London without repairs and carrying no passengers. Her progress was slow. She limped out of port. She had limped in travelling under one propeller and it will be repaired on the other side, where there are facilities for the work, and it can be done less expensively.

In his capacity as wreck commissioner, Captain Dore reported to the Minister of Marine upon the charges laid by the master of the steamer Earl Grey against the captain of the Minto, to the effect that the latter failed to render prompt assistance to the Earl Grey when she was astrewn near Pictou recently. The report of Capt. Dore was completely exonerated Capt. Marchion of the Minto from blame.

The Legislature of New Brunswick has been dissolved and a general election has been ordered. Polling will take place on Thursday, June 20th, and combinations on June 21st. The present Conservative Government, under Premier Fleming, assumed office in October last. It is largely the same as the administration formed by Mr. Hazen, the present Minister of Marine and Fisheries, when he defied the Robinson Liberal Government in March, 1908.

Arch. Freeman, in a Wright biplane flew over Fort Health and Fort Banks, Boston, on the 20th, and then up the harbor over the battleships Rhode Island and New Jersey and dropped toy bombs on both forts and warships. The bomb consisted of 16 ounces of dynamite inside of each of them was this query: What if this were 16 ounces of nitroglycerine instead of dynamite? Freeman passed over Fort Health at an altitude of between 500 and 700 feet. He dropped three bombs. The first hit a range-finder another hit a gun and the third an embankment.

**The All Canadian Route To Montreal.**

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

The Maritime Express is generally admitted by experienced travellers to be the most comfortable train in America. This is especially true in regard to the dining and sleeping car services. The diners of the I. C. R. are roomy and well ventilated and furnished in the best of taste. The most excellent meals are served Table d'hôte at a price away below the a la carte rates prevailing on the company owned lines. The sleeping coaches are up to date in every particular, and the smoothness of the road bed makes the long journey easy and pleasant.

Being popular with a class of travellers who are generally found to be the acme of good company, the through journey is never found dull, and even during the winter months there is much of scenic interest in the day's ride through the Province of Quebec. Montreal is reached at the convenient hour 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 12.20—t.f.

Earthquake shocks were felt on Monday last at Hamilton, Ont., and Guelph, Ontario. Buildings were shaken and things rattled about generally, but no loss of life is reported.

The Allan Line steamship Tunisian, arrived at Grosse Ile Quebec on Sunday last. It is understood that they have a number of cases of smallpox aboard and the ship will be detained at the quarantine station until she can be disinfected.

Two severe electrical storms, during the past month, brought to the surface of the north and east rivers, New York, a total of twenty-eight bodies. Most of them have been down for several weeks, and only about half of them could be identified.

Dashing up to the approach at a speed of thirty miles an hour, an automobile containing six joy riders plunged through the open draw of the Ninety-Nine Street bridge in New York on the other day. All the machine's occupants, three men and three women, were drowned.

Another "gold rush" is in full swing at North Bay Ont. following the discovery of gold and copper in the region north of Massey Station on the Soo Branch of the C. P. R., by a prospector named Tessala. Prospectors are flocking in large numbers to the scene. The latest excitement, which entails a forty mile drive from North Massey to Whiskey Lake then a canoe trip of miles farther into the wilderness, attracts thousands.

As a result of an inquiry by the Ottawa Public Service Commission into the Sorel Shipyard, the resignation of Mr. L. J. Papineau, director, has been received. Mr. S. Jackson has been appointed in his place. Jackson has had experience with the Collingwood Shipbuilding Co., and has latterly been engaged by the service Commission as an expert reporting upon the yard at Sorel. It is expected that the report shows the establishment to have been much over manned.

An Ottawa dispatch says: The Hon. Mr. Monk, minister of public works has mapped out a lengthy program for the summer months. At the first of June he will leave the capital for a tour of the principal ports in the lower provinces and will also visit Anticosti Island. For this trip Hon. Mr. Monk will use the steamer Steady, of the public works department. During July and August the minister of public works will make his projected trip of the ports of Ontario, and in August he will go to British Columbia, taking in all large public works undertakings on the route.

The D. and H. Express ran at full speed for ten miles near Troy N. Y. Monday morning with Engineer Ryan unconscious. It is thought he struck his head against the bridge crossing the Canal at Waterford, Saratoga County. The engine had two cabs, one for the Engineer and one for the Fireman and the accident was not discovered until the train was nearing Manhattanville when the Conductor noticing the train still running at full speed pulled the bellcord and upon not receiving an answer to the whistle, investigated. Ryan lay unconscious on the floor of the cab and his head was crushed. He was brought to Troy and taken to a hospital where he died without regaining consciousness.

Last Sunday the feast of Pentecost was appropriately celebrated in St. Dunstan's Cathedral. St. Ignace High School was celebrated by Rev. J. B. McIntyre, assisted by Rev. Marcella McDonald as deacon, Rev. Father Croken, sub-deacon, and Rev. Dr. McLellan, Master of Ceremonies. The sermon was preached by Rev. Dr. McLellan.

An incident worthy of note was the singing of the "Veni Sanctus," by Professor Cayne. The venerable Professor, now in his 87th year, retired from the choir some time ago, and for a year or two his voice had not been heard by the congregation. But on this occasion he sang the hymn of the Holy Ghost as only he can sing it, and once more the congregation was thrilled as the grand old man rendered the solemn invocation without a quaver in his voice or a tremor of his hand.

News of the drowning of two men, Joseph Thibault, aged 19, and J. Henri ports, aged 21, while attempting to land on Isle St. Loyola, P. Q., from the Government steamer Earl St. Pierre on Saturday night, reached Sorel Monday night. The vessel had aboard a number of passengers destined for Isle St. Loyola, but the current was so swift and the weather so stormy that they decided to land them by lifeboat rather than attempt to moor at the wharf. Eight people got safely into the boat, but the ninth man took a reckless jump in order to secure his position, and the lifeboat capsized. Seven of the passengers succeeded in reaching land and five of them, but Thibault and Henri ports were lost. The bodies have not been recovered.

**LIME!**

We can supply from this date Fresh Burned Lime in large and small quantities suitable for farming and building purposes.

Orders left at Kilns on St. Peter's Road, or at our office, will receive prompt attention.

**C. Lyons & Co.**

May 29, 1912.

**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

**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 MAOBACKER**

AGENT.

Telephone No. 362.

Mar. 22nd, 1906

**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

**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.

Ch'town, Feb. 22, 1911—6m

**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.

**EGGS & BUTTER**

We want EGGS and BUTTER for CASH, or in exchange for GROCERIES.

**House Cleaning Supplies!**

We Have a Full Line in Stock

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 of it show a continued increase. Price 25 cents per lb.

**R. F. Maddigan & Co.**

Manufactory by R. F. Maddigan & Co. Charlottetown, P. E. I.

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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.

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Ch'town, Feb. 22, 1911—6m

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

**McLEOD & BENTLEY**

Barristers, Attorneys and Solicitors.

**MONEY TO LOAN**

Offices—Bank of Nova Scotia Chambers.

A. Moleza, K. C. | Donald McKinnon

**McLean & McKinnon**

Barristers, Attorneys-at-Law.

Charlottetown, P. E. Island

**Morson & Duffy**

Barristers & Attorneys.

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

**MONEY TO LOAN.**

Solicitors for Royal Bank of Canada.

**Synopsis of Canadian North-West Land Regulations.**

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

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

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

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

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

**Royal Naval College of Canada, Halifax, N. S.**

The next examination for the entry of Naval Cadets will be held at the examination centre of the C.N.S. Service Commission in November, 1912; parents or guardians of intending candidates should apply to the Secretary, Civil Service Commission, Ottawa, for entry papers before 1st October next.

Candidates must be between the ages of 14 and 16 on 1st October, 1913. Cadets are trained for appointment as Officers in the Naval Service, the course at the College being two years, followed by one year in a Training Cruiser, after which Cadets are rated Midshipmen.

Further details can be obtained on application to undersigned.

G. J. DESBARATS, Deputy Minister, Department of the Naval Service, Department of the Navy Service, Ottawa, May 6th, 1912. May 22, 1912—31 s.o.w.

**Amherst Boots**

Are the Farmer's friends.

Made from Solid Leather throughout, counters, in-soles 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' " " 2.00 to 1.50  
Girls' " " 1.10 to 1.35  
Children " " 1.00

**Alley & Co.**

J. A. Mathison, K. C., E. A. Macdonald  
Jas. D. Stewart.

**Mathieson, MacDonald & Stewart.**

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

McDonald Bros. Building,  
Georgetown.

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

**PHYSICIAN & SURGEON.**

OFFICE AND RESIDENCE,  
148 PRINCE STREET  
CHARLOTTETOWN.  
June 18, 1910—t.f.

**Mrs. Deveraux's Palankeen.**

(Continued.)

"Ob, dear, they have murdered the others," she sobbed, resting her head on Owen's shoulder, her long disheveled hair hanging down his back.

"Yes, there they are, stretched alongside their palankeens," said Jantie, pointing at the wreck close by.

"Wonder they hadn't killed you too, remarked Owen."

"Na, na, Ochinaman no kill woman! slanted one of the stricken Boats, struggling up on his benches."

Jantie kicked him down again. Owen had been, meantime, considering how to get the woman to a place of safety. If they only had a couple of horses, Jantie and himself could handle one of the palankeen long enough to run her over to the nearest house. But where were the horses to be had?

Owen lifted the woman to test her weight. Then he asked her gently to hold fast to him, and, throwing her over his shoulder started on a palankeen trot for the nearest house. Jantie followed, keeping a sharp eye on that no Boxers came up in the rear on either side. The woman recovered her senses on the way, enough to assure Owen how much she was indebted to him for her safety. She asked his name and address, telling him hers also. But not till they came close under the lights of the big mansion toward which he bore her had Owen noticed her widow's weeds. The young face, for all the fright and weeping was comely and its natural expression that of a bright sympathetic mind.

In response to the big signal bell, hung on one of the great gate-pillars and rung by the keeper, on first seeing the coming strangers, half a dozen or more servants came clattering down to meet them. Some of the servants offered to relieve him of his burden, said Mrs. Deveraux—Constantine Palgrave, the name she gave Owen softly insisted that she could walk to the house herself, assisted by a couple of Mr. Kingman's help. The Kingmans were dear friends of hers, and he need not be afraid to trust them.

"But the tense purpose of landing his charge safely within the doors of some protecting friend's house, which Owen had set himself, was not yet accomplished. So he went right ahead till he set her down on the wide veranda, in a bamboo easy chair amongst a party of gentlemen smoking and talking in the moonlight. Mr. Kingman recognized Mrs. Deveraux as Owen had her rested, and the sympathetic interest among the select company at once became so active that Owen was shyly withdrawing when Mrs. Deveraux's request, Mr. Kingman called him back. She just wanted him to keep her card and asked him to keep it, and as Owen had no cards with him, she got Mr. Kingman to take down his address, leaving the night possibly foggy. Then, when she looked him straight in the face with those eyes, instinctively more expressive than any tongue, Owen understood and went his way a new man.

"Hope ye had a satisfactory ending, eh?" said Jantie who had been waiting a bit impatiently near the bottom of the steps.

"Couldn't have been much better," was the quick answer; "the best" to come later, though, wonder what's become of our palankeen bearers?"

"Guess we'll have to hunt up a new outfit."

"It's all right, Jantie," assured Owen, the crew that took us out'll take fine care they don't lose their fare. They're just shy and clear of the Boxes and'll pick us up pretty soon."

Next day the standing query fore and aft, in wardrooms and at berth deck mess-tables was what had come over bos'n's mate Dowdell. On the way off to the ship he had bowed Sergeant Huse to solemn secrecy of their adventure. It would probably be all out in the newspapers in a day or two.

Orders from the Admiral sent the Olympus to sea at daylight next morning. She proceeded to Hong Kong where she would be much closer to the scene of the more recent and extensive heathen uprising. Owen having infinite faith in the integrity of the woman whose life he had saved, bided his time without a doubt of his forthcoming reward. It came sooner and simpler than his heart dared hope. The three-year's service for which he had shipped expired several weeks prior to the ship's arrival in New York. On the morning following their arrival Owen was bit taken aboard on being ordered by the officer of the deck to report himself in the captain's cabin immediately.

"He's a letter for you, bos'n's mate, addressed to my care," said the captain suggestively, handing him the letter, after the formal salute, "pretty certain it's from Mrs. Deveraux, whom you rescued so heroically in Shanghai. That was a splendid showing, Dowdell, he said feelingly. "I have written the department already, urging your qualifications for a commission in the service. We need a lot more such men as it. A medal you're sure to get."

**Get the Most Out of Your Food**

You don't eat and can't if your stomach is weak. A weak stomach does not digest all that is ordinarily taken into it. It gets tired easily, and what it fails to digest is wasted.

Among the signs of a weak stomach are nervous headaches, and disagreeable belching.

"I have been troubled with dyspepsia for years, and tried every remedy I heard of, but never got anything that gave me relief until I took Hood's Sarsaparilla. I cannot praise this medicine too highly for the good it has done me. I always take it in the morning and fall and would not be without it."

W. A. Nooner, Belleville, Ont.

**Hood's Sarsaparilla**

Strengthens and tones the stomach and the whole digestive system.

As soon as Owen was able to reply, he thanked the captain. For himself, he thought—feared—that other duties of a private nature would necessitate his quitting the service. But whatever the captain could do for sergeant Huse in the line of promotion would be held in greater favor than though it were done for himself, Sergeant Huse. In fact was the real hero of the little incident.

"All right, Owen," said the captain, "I'll see what can be done for him. Mrs. Deveraux is a dear friend of yours. Mrs. Seary tells me that she spent a week with her at her fine home at Nyack. There's many a man high up in the service owes you your forthcoming civic distinctions. If I were a single man myself—but there—though said, Dowdell—'I'll see you at the wedding.'—James Connelly in Rosary Magazine.

**Terrific Drama of The Sea.**

(Agustus Bridle in Canadian Courier)

In the three hours between the C. Q. D. signal and the last bars of the siren heard before the dawn peered over a sea of ice, the most terrible overheard drama ever enacted in so short a time was staged on the Atlantic. From the time the Titanic was known to be sinking by the head, until the survivors of the wreck landed at New York from the Carpathia, the eyes of the entire civilized world were turned to that one spot 41.48 N. Lat., 50.14 W. Long. It was Friday morning, four days after the event, that the threehours tragedy began to unfold itself to the world at large. In that four days the great busy world refused to think consecutively of anything else. The world that read books and magazines turned to the newspapers—for shreds and patches of news.

But the details of the overpowering drama were already enacted in about the same time that a play made by man takes before the drop of the curtain. The audience, scattered all over a wire-strung world, waited until the story of it should be told through the newspapers. In the world's imagination the scale of things was suddenly changed. The memory of all other calamities, of strikes and wars and political upheavals, was awarded to the scale of the marionette. To half the population of the known world it was as though the days work of civilization were the doings of pigmies. The Fates seemed to have flung this drama on the stage, and performed it with a terrific strength that leaves the imagination bewildered. Civilization was seen to be at once a tremendous thing, and a cosmic toy-shop. Those who said that nature herself was the tremendous and the Titanic but a toy, said in the next minute that it was the triumph of civilization which prepared the stage.

Figures and percentages and wars have been more horrible in their operations. The Inquisition Theatre horror, the Solomon disaster, the sinking of the Baragoyas, the engulfing of the Republica, the most terrible railway calamity ever known—all combined into one tragedy, scarcely had the strength and the focus of this. For it was such a vast overpowering simplicity. By a careless, almost casual stroke of nature, the world that conquers nature got a blow that staggered the imagination; because the Titanic was herself the epitome of the world. When the greatest ship in the world struck the unknown iceberg—one among a field of icebergs—it was the impact of all the wonders of modern civilization upon nature. And because of the strength and the speed of civilization—nature won.

And the world was dazed. It made no difference to what nationality the ship belonged or to what port she was riding. The nation without a navy or a merchant marine was as profoundly affected as any of the great maritime powers. It was not the loss to shipping; not the swift destruction of twenty million dollars of wealth; not the precise loss of human life—far less than in any great war, it was the almost

**cosmic staging of the drama**

that gave the shock to the nerves of the world. And it was a drama that no language of the poet, no music of the great masters, no brush of the strongest painter, could have added to or taken away a single stroke of the awful sublimity.

It was the Impact of the Unexpected.

But a few weeks before thousands of people all over the world were unaware even that the Titanic had been launched. When almost every fortnight some huge battleship goes off the stocks into the deep, one more Leviathan added to the world's fleet of great ships was a mere episode. Ten million dollars that went into the construction of the Titanic was but a circumstance compared to the billions annually spent upon vast enterprises in the civilizing conquest of the world. And the setting out of the Titanic from Southampton on the 10th of April, 1912, was not particularly different from the sailing of any other great ship.

The word that worships speed and strength expected that within a few days the greatest vessel ever sent adrift would land in the port of the world's second city. The two thousand passengers or less, and the eight hundred or more of the crew asked of the ship no other question. Aboard of the Titanic had met most of the world, with most of its luxuries and refinements and diversions. In less than a week port would be reached; perhaps too soon for those that care much for the sea, and for the experience of travelling in the most tremendous craft that ever put out across any ocean.

The days passed smoothly along even to the most blissful of sea voyagers. The weather and the sea were almost abnormally calm. The vibration of the Titanic became a sort of customary music to thousands who gathered together in one company for the first time with all the splendid social distinctions that seem at the twilight upon an ocean liner. The stokers down among the coal bunkers 35 feet below the water line, felt her day by day turning up. Every man as he crawled to his bunk in the forenoon said to himself in his grimace, that was a bit the most splendid old Leviathan he had ever helped to feed with coal. The engineers said she was finding herself below as never they thought she would. And when the captain came down with the officers to see what the power-house of the world's greatest ship was doing—a hundred feet from the bridge room—every man knickered up for a moment before the sight of a novel or the lift of a coal-barrow to get a thrill of pride that, thanks to a marvelous battery of engines and boilers and triple screw turbine shafts, the Titanic was carrying her sixty-six thousand tons displacement and her forty-six thousand net register at an average of somewhat near twenty-three knots every hour of the day that never knows any night in the stockhole.

The sixteen hundred passengers knew she was as good a boat as any of the deck hands said she was. They looked out on the sea, almost wishing for a storm that might test out the terrible strength of the monster. They lounged in reading rooms, ebated and laughed in the oster above and below, and they heard the ship's band play music of all kinds—and to many a man and woman life had never seemed so big and brave a matter, home so beautiful or pride in one's own country so justifiable.

Sunday bright and clear. In the first saloon of the Titanic that morning divine service would be held, the ship's band played the service and the imaginations of the worshippers strangely kindled by the music led the service and the throbs of the ship. Now and then, as the ground swell heaved the ship in the easy swing of a 92-foot beam, its eyes saw through the windows nothing but the vacant sea and the cloudless sky. All day passengers watched through their field-glasses casual clouds that sometimes gleamed like mountains of ice, skimming out of the skyline.

The sea dipped down. The air was cold. Men said there were many icebergs lurking about. From a slight slowing down of the ship perhaps they were in a sea of ice. All day wireless had been steadily working. Many a passenger paid his toll at the oblique splot as they got within relay distance of land stations or other vessels, just for the joy of remembering that he had been one of the first to send a message from the world's greatest wireless at sea.

After dinner some tramped the decks to keep warm; measuring miles round the promenade when three times round was a mile. Many gathered in the grand saloon for a party; to music and diversion; women in the most lavish gowns from Paris with jewels and diamonds; men of many millions; distinguished personages pointed out admiringly here and there to curious passengers who for days had been hearing of these extraordinary men.

And if by chance there had been any walrus or polar bear adrift on an iceberg in that field of ice he would have heard the strains of faint music from the long galleried streaks of lights that plowed its way regardless of ice, setting by the compass south and west, now but 450 miles from the land of fogs and icebergs, and a thousand from the second greatest city in the world. Whales that spout

**BRONCHITIS**

**Was So Choked Up She Could Hardly Breathe.**

Bronchitis is an acute inflammation of the mucous membrane lining the air tubes of the lungs, and should never be neglected, for if it is very often the disease becomes chronic, and then it is only a short step to consumption.

On the first sign of bronchitis Dr. Wood's Norway Pine Syrup should be taken, and thus prevent it becoming chronic.

Mr. John D. MacDonald, College Grant, N.S., writes—"My little girl, seven years old, caught a bad cold which developed into bronchitis. She was so choked up she could hardly breathe. Reading about your wonderful medicine, Dr. Wood's Norway Pine Syrup, I decided to try a bottle, and with such good results that I got another which completely cured her. I cannot say too much in its praise, and would not be without it in the house."

Dr. Wood's Norway Pine Syrup is put up in a yellow wrapper; three pine trees the trade mark; price, 25 cents.

Manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

ed near by kept well out of the course Down below they may have heard the palpitation of the Titanic. Possibilities that gambled and plopped and raced by the ship's side.

(To be continued)

MINARD'S LINIMENT CO., LIMITED.

I was very sick with Quinsy and thought I would struggle. I used MINARD'S LINIMENT and it cured me at once.

I am never without it now.

Yours gratefully,

MRS. C. D. PRINCE.

Newgawgaw, Oct. 21st.

Wife—Well, there you are, George? And did you have a good time? Was the hotel you stopped at homelike?

Husband (dryly)—Very, darling; wasn't a thing in it fit to eat.

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

Hoax: They say the Sultan of Turkey scores his wife near to death.

Joan: Yes; I've always heard that he was a harem-scarem of a fellow.

Minard's Liniment cures Neuralgia.

Gentleman, said the candidate, I am here—So am I! shouted a voice.

Ab! said the candidate, sweetly, but you are not all there!

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.

"I hear you are going to get an auto."

"That's the talk."

"How can you afford it?"

"Family has agreed to go without butter for a week."

Minard's Liniment cures Dandruff.

Mrs. Proudman—Our Willie got meritorious commendation at school last week.

Mrs. O'Hare—Well, well! Ah! it awful, the number of strange diseases that's ketched by school-children!

Minard's Liniment cures Neuralgia.

Willie—Paw, what does discretion mean?

Paw—Picking out a small man when you are looking for trouble.

**WAS TROUBLED WITH HEART DISEASE AND NERVOUSNESS**

SEVERAL DOCTORS COULD DO HER NO GOOD. THREE BOXES OF MILBURN'S HEART AND NERVE PILLS COMPLETELY CURED HER.

Miss Mary Lebeau, Edison, Sask., writes—"I was troubled with heart disease and nervousness for over two years, and was so bad at times I had to sit up at night being unable to breathe, and every little noise would make me shake and shiver. I tried several doctors, but they were unable to do me any good. A neighbor then advised me to try a box of Milburn's Heart and Nerve Pills and within three days I was completely cured. I would advise anybody suffering from heart disease and nervousness to try these pills. They will save quite a bill in doctor's fees."

Milburn's Heart and Nerve Pills cure all heart and nerve troubles by their restorative influence on every organ and tissue of the body.

Price 50 cents per box, or 3 boxes for \$1.25 at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

**Prince Edward Island Railway.**

Commencing on May 13th, 1912, trains on this Railway will run as follows:

Trains Outward Read Down				Trains Inward Read Up				
Dly	Dly	Dly	Dly	Dly	Dly	Dly	Dly	
Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	
P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	
5:30	4:00	7:45		Ar	11:40	9:50	3:10	
5:50	4:17	8:00	Lv	Charlottetown	Ar	11:24	9:35	
6:36	4:53	8:28	Lv	Royal Jano	Ar	10:50	9:05	
6:52	5:04	8:38	Lv	N. Wilsino	Ar	10:38	8:55	
7:40	7:35	5:41	9:06	Lv	Hunter River	Ar	10:04	8:26
8:13	6:11	9:30		Lv	Emerald Jano	Ar	9:33	8:02
8:50	6:40	9:50		Ar	Kensington	Ar	9:00	7:40
P.M.	A.M.	P.M.	A.M.	Ar	Summerside	Ar	8:30	7:10

  

P.M.	Noon		A.M.	P.M.		
7:50	12:00	Lv	Summerside	Ar	8:45	4:55
8:43	1:23	Lv	Port Hill	Ar	7:46	3:26
9:37	2:40	Lv	O'Leary	Ar	6:57	3:19
10:15	3:41	Lv	Alberton	Ar	6:19	1:09
10:50	4:35	Ar	Tignish	Ar	5:45	12:15
P.M.	P.M.				A.M.	P.M.

  

P.M.		A.M.	P.M.	
8:30	Lv	Emerald Jano	Ar	7:30
9:20	Ar	Cape Traverse	Ar	6:40
P.M.				A.M.

  

P.M.	A.M.		A.M.	P.M.		
6:30	6:45	Ar	Charlottetown	Ar	8:15	5:20
4:30	8:15		St. Stewart	Ar	8:15	3:45
4:56	8:52		Morell	Ar	7:49	3:00
5:17	9:20		St. Peters	Ar	7:29	2:32
6:20	10:50		Souris	Ar	6:30	1:10
P.M.	A.M.				A.M.	P.M.

  

P.M.		A.M.	P.M.				
4:30	8:15	Ar	Mount Stewart	Ar	8:05	3:35	
5:19	9:25		Carleton Place	Ar	7:16	2:28	
5:40	9:54		Montague	Ar	6:54	2:00	
6:15	10:35		Ar	Georgetown	Ar	6:20	1:15
P.M.	A.M.				A.M.	P.M.	

  

Dly	Sat	Sat	Dly			
ex	only	only	ex			
Sun	and	Sun	and			
Sat		Sat				
P.M.	P.M.		A.M.			
3:10	3:10	Ar	Charlottetown	Ar	9:25	9:35
4:57	4:55		Vernon River	Ar	8:11	7:56
7:00	5:25	Ar	Murray Harbor	Ar	6:40	6:00
P.M.	P.M.				A.M.	A.M.

Trains are run by Atlantic Standard Time.

H. McEWEN, Supt. P. E. I. Railway.

Railway Offices, March 23, 1912.

H. McEWEN, 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

**Hard Coal**

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

**C. Lyons & Co.**

July 24, 1911—1f

  

**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.

**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 Jewelry 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., \$1.25

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.

**HARDWARE!**

Largest Assortment, Lowest Prices.

**WHOLESALE and RETAIL**

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MONEY TO LOAN.  
W. S. STEWART, K. C. & R. A. CAMPBELL  
July 3, 1911—7ly.

**W. J. P. McMILLAN, M. D.,** PHYSICIAN & SURGEON.  
OFFICE AND RESIDENCE, 148 PRINCE STREET CHARLOTTETOWN, June 15, 1910—1f

**McLean & McKinnon** Barristers, Attorneys-at-Law.  
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**Mathieson, MacDonald & Stewart,** Newson's Block, Charlottetown  
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MONEY TO LOAN.  
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**SCOTT'S**

is the only emulsion that's the best. Insist upon having Scott's—it's the world's standard of strength and health.

ALL DRUGGISTS

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